THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

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TOPICS - OF - THE - DAY

BOLSHEVISM'S "HEAVEN ON EARTH"

TO SYMBOLIZE THE HEAVEN ON EARTH brought about by Bolshevik rule, futurist artists were commissioned to paint sky-blue the entire Theater Square in Moscow, and to suspend snow-white lanterns from the trees in imitation of clouds. This was during a festival arranged by the *Soviet* Government to celebrate the anniversary of its advent to power. Since the aim of Bolshevism, according to its leaders, is to dominate the world, and a vigorous propaganda in its behalf has been uncovered in this country, it is interesting to contemplate the sample of "heaven" that it has to show us in Russia. Of this paradise we can gather an incomplete but illuminating picture from the recent reports of Russian fugitives and from the testimony laid before the Overman investigating committee. "A nightmare in a lunatic asylum," cables a Geneva correspondent of the New York *Times*, is the way Russian fugitives who straggle into Switzerland describe life in Russia under Lenine's rule. The people of Moscow, we are told, are dying of starvation and plague, and their number has been reduced from 3,000,000 to 1,000,000. And the railways have stopt running, making escape almost impossible. When a horse dies in the streets, according to this dispatch, men and women fight with the dogs for its flesh, "which they eat on the spot, not having sufficient will-power left to carry their booty home to cook." "Fear and famine," we read, "have engendered a veritable epidemic of insanity, and maniacs of all kinds stalk raving through the streets." In the maternity hospitals "90 per cent. of the mothers die after childbirth, and infant mortality is scarcely lower." In this tortured city, which its inhabitants have christened "The Graveyard," human flesh is reported to have been sold as food. This information, says a Washington correspondent of the New York *World*, has been received by our State Department. The plague that has the city in its grip, says an Associated Press dispatch, is typhus, and there are no medicines, no disinfectants, and no soap with which to fight it. According to this dispatch, which quotes a British business man just returned from Moscow to Paris, "railway officials in Moscow recently ordered the crowd out of the Central railway-station to clean it and found the bodies of five victims of the typhus, which had been lying for days among the peasants sleeping on the floor." This man reports that "the situation in Petrograd was said to be worse," and a dispatch from Bern quotes an "official statement" that "during December and January nearly 100,000 persons in Petrograd died from hunger and disease." A further account of conditions in Bolshevik Russia at the end of January is supplied by an Omsk correspondent of the London *Times*, who also gathers his information from refugees. We read:

> "The situation in Moscow is described as ghastly. All shops except those maintained by the *Soviet* are closed, and nothing is obtainable without cards, only those associated with the Bolsheviki being able to obtain cards. People who stand aloof from the Bolsheviki suffer indescribable hardships.
>
> "It is impossible to estimate how many are dying of starvation, but everybody coming from Russia declares that the Bolsheviki are deliberately endeavoring to exterminate the educated classes. Prices in Moscow are fabulous, and the sledge-drivers decline to budge under 200 rubles, where they would previously have been content with 40 copecks (100 copecks make 1 ruble). Bread costs 100 rubles (nominally £10) a pound, and clothes are unprocurable at any price whatever.
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> "Many churches in Moscow have been turned into theaters, and the famous and sacred Strastnoi Monastery has been transformed into a dancing-hall where harlots and profligates hold high revel nightly.
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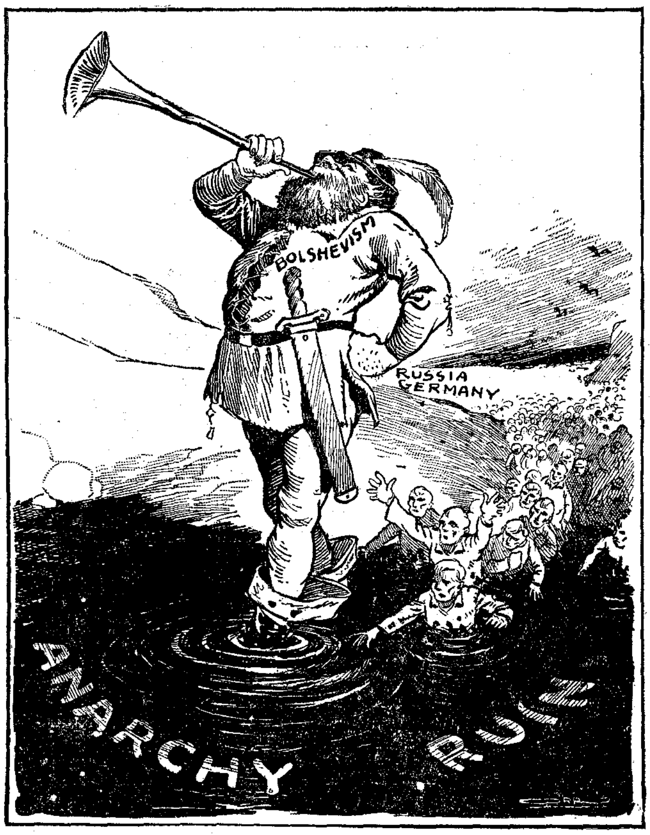
> "The nationalization of women, tho tried in many places, has proved a failure owing to the feeling aroused, but there is little doubt that women belonging to the better class undergo hideous treatment at the hands of the inhuman monsters who constitute the Bolshevik régime.
>
> "In Moscow a special battalion of Chinese, composed of laborers originally imported to work on the Murman Railway, is maintained for carrying out executions. The executions have been so numerous that it is futile to estimate the numbers of the killed. The population of Petrograd is now reduced to 700,000; it formerly exceeded 2,000,000. The soldiers receive 300 rubles monthly, plus 10 daily as field allowance, with special bonuses for fighting and the capture of towns. In addition they are usually allowed three days to sack occupied towns.
>
> "Only one-tenth of the Red Army is really Bolshevik, the remainder being forced to fight because otherwise they and all belonging to them would be exterminated. If an officer or soldier deserts the whole of his family are shot. The Bolsheviki are stated to realize that the game will be a losing one unless the whole of Europe is forced into revolution.
>
> "Russia is being cruelly and wantonly done to death by the Bolsheviki."

The San Francisco *Bulletin* quotes this dispatch, and follows it immediately with a telegram from William Randolph Hearst to the editor of his New York *American*, dated February 26, 1918, which *The Bulletin* thus reprints:

> "I think our whole cause is likely to be injured by any delay in recognizing and supporting the Bolsheviki. They are representatives of the most democratic Government in Europe.
>
> "Why are we in this war?
>
> "Are we in it for democracy?
>
> "Then, for Heaven's sake, why not recognize a democratic Government?
>
> "We recognized the Imperial Government of Russia, but when Russia secures a Democratic Government we have so far not recognized it. . . . Let us recognize the truest democracy in Europe, the truest democracy in the world to-day."

It has been said that the one positive achievement of the Bolshevik Government has been the building up of a strong army, and now we hear from a seemingly authoritative source that this army is directed by the German General Staff. The night before he died, Kurt Eisner, Socialist Premier of Bavaria, thus informed George D. Herron, one of the United States delegates to the abandoned Prinkipo conference. "This statement of Eisner," says Professor Herron, "is part of entirely convincing evidence that the old régime in Germany is still alive and carrying on a well-defined plan to win out of the Bolshevik chaos everything it set out to win by the war." Germany's interest in Russia's Bolshevism was also emphasized by Mr. David R. Francis, who went to Russia as American Ambassador in 1916, before the overthrow of the monarchy, and remained there until after the Bolsheviki had seized the government. "If this Bolshevik government remains in control of Russia peace in Europe is, in my opinion, impossible," he assured the Overman committee, and added: "Germany will exploit Russia if this disorder continues, and instead of having lost the war Germany will win, and in ten years she will be stronger than she was in August, 1914." Other striking points in his testimony are thus summarized by a Washington correspondent of the New York *Tribune:*



THE PIED PIPER.
—Orr in the Chicago *Tribune*.

"The object of the Bolsheviki is a world-wide revolution. Conditions in Russia prove that this would mean a return to utter barbarism.

"They are conducting a propaganda for this purpose in all countries, sending money to America to carry it on.

"No peace with the Bolsheviki is possible, since they are maintaining a constant war on humanity.

"The Germans have more actual economic power in parts of Russia controlled by the Bolsheviki than they have ever had before, even in the heyday of their power under the Czar.

"The Bolsheviki were and are German agents, taking German money and helping the Germans, tho this is because they believe it will further their revolution rather than because of pro-Germanism.

"Lenine is a sincere fanatic—Trotzky an adventurer.

"The Kerensky Government could have reorganized Russia and continued to help against Germany if it had not been for the Bolsheviki.

"If Russia had not failed in her obligations to her Allies the war would have been won a year sooner, saving hundreds of thousands of lives.

"The Bolshevik leaders are anti-American, tho they have been less violent against Americans, hoping for recognition.

"The influx of thousands of Russian repatriates from America did much to destroy Russia, and many of these men are powerful in the present Russian Government.

"The Bolsheviki control only a piece of territory about 500 miles wide by 1,000 miles long and 40,000,000 out of Russia's 180,000,000 inhabitants. They have the support of not over 10 per cent. of the people in this territory.

"They maintain themselves by terror—'they have to kill people to last.'

"They have suppress free speech, the press, and personal liberty.

"They have held no honest elections, and do not permit local control of the local *Soviets.*

"They have looted beyond all calculation.

"They have published decrees nationalizing women, and if these have not been enforced, as they say, they have nevertheless enforced laws on marriage and divorce which are below barbaric standards.

"Industry is utterly paralyzed.

"The country is dying of starvation.

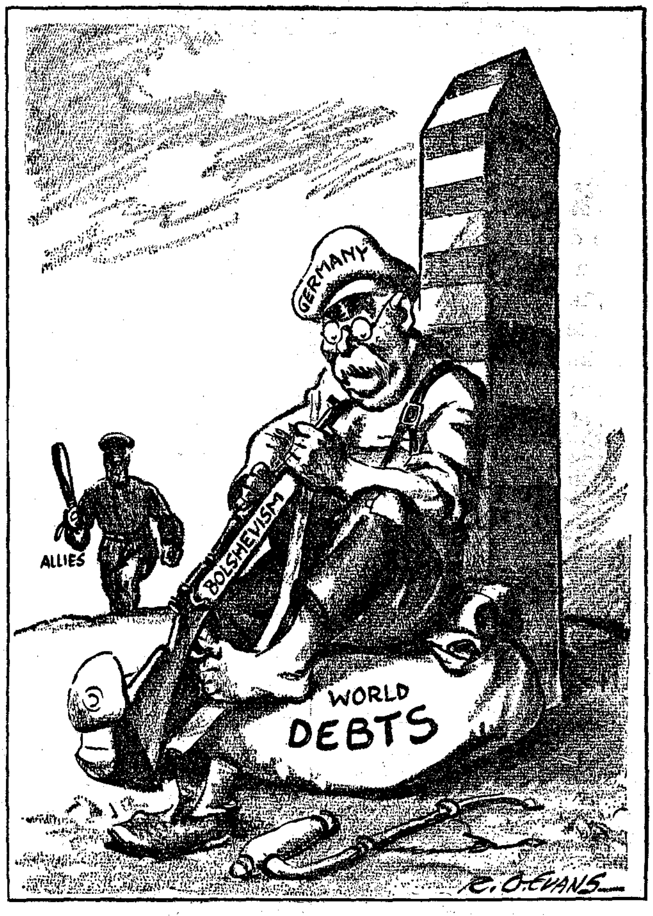
"The Bolsheviki have an army of increasing strength, based on mercenary Chinese and Letts, men enlisted by promises of loot and food and men driven in by force.

"Women and children are held as hostages to make such men remain with the Red Army.

"They were guilty of the basest treachery to the Czecho-Slovaks, at German command.

"If the Allied troops are withdrawn there will be the most horrible massacres in the territory now held by them."

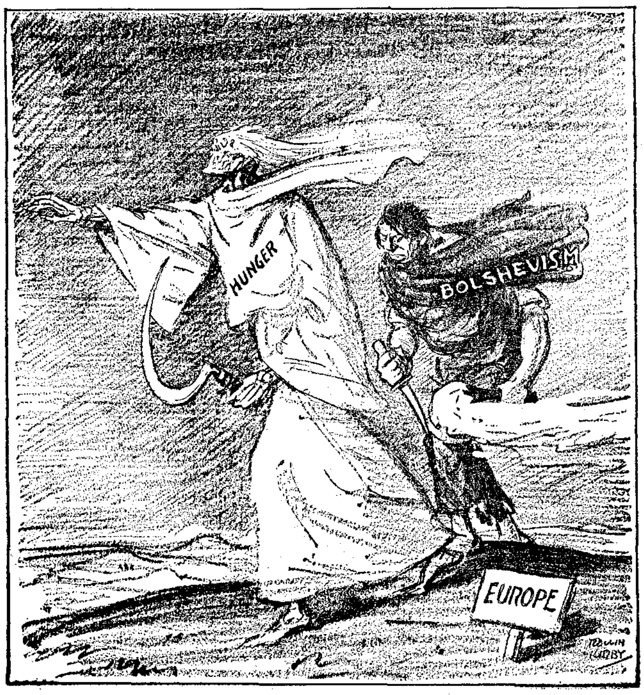
More than one Bolshevik sympathizer in this country urged the Overman committee to call Col. Raymond Robins, who as head of the American Red Cross Mission in Russia had had many dealings with the Bolshevik Government, and who in some quarters was regarded as friendly to it. What he had to say was, therefore, awaited with special interest. It developed that while he regards the stories of Bolshevik atrocities as greatly exaggerated, and does not believe Lenine and Trotzky to be pro-German, he nevertheless sees in Bolshevism a grave menace to the democracy of the world, a "fundamental menace." Moreover, he says, it is "economically impossible and morally wrong." Thus, remarks the New York *World,* "out of the mouth of their favorite witness our parlor Bolsheviki stand refuted." Summing up his testimony, he said:



"FOOLING THE COP."
—Evans in the Baltimore *American*.

"There is a menace in Bolshevism so much greater, so much deeper, than the people with the 7 per cent. brains have seen and told, so much worse than any mere pro-Germanism, that I feel we should use every power of civilization to understand and combat it.

"There has been an attempt made to establish a government based on class hatred. It is economically impossible and morally wrong. The leaders have had in Russia a most extraordinary laboratory for the carrying on of this vast experiment, and it has failed.



WHY PEACE MUST HASTEN.

—Kirby in the New York *World*.

"Lenine said to me that it probably would fail in Russia, but he declared they would keep the flame burning there until the world blazed up. 'It will come first in Bulgaria, and she will stop fighting. It will spread. And when you see a *Soviet* ruling in Berlin remember that it was the little man who told you in the Kremlin who started the world conflagration.' That was in January, more than a year ago.

"He challenged the world. 'You think America is immune,' he told me. 'But your Government lacks integrity. Your representatives are really elected for hidden economic reasons. You should put Schwab or Gary in Congress to represent your iron interests instead of lawyers. We will put in the real producers, but not parasites, and we are going to challenge the world with a producers' republic. We may be overwhelmed, but not before we have destroyed all such governments.'

"That is the real menace. It is not the criminals. Its decrees will destroy production and create class terror. It is a challenge to the Christian civilization of the world. I believe in political democracy and in the Christian conscience, and they are challenged as they have never before been. And I believe America is the only nation that can meet the issue and save them. No European nation has the cohesion, the faith, to act to-day.

"But mere force is a failure against an idea, tho I would use force unhesitatingly against violence. You can not put out ideas with bayonets. The only answer to a demand for a better human life is a better human life."

"Either Germany will dominate Russia, or we will," he said, and he urged us to forestall Germany's economic penetration by economic cooperation. In a Washington dispatch we read:

"The witness said the United States should send an economic mission to Russia to aid the people in obtaining the necessities of life, declaring this would be the most effective way of fighting Bolshevism.

"To combat Bolshevism in this country, Mr. Robins urged that the people be allowed to know the truth about its 'false teachings,' and that existing evils in American economics and social life be remedied by law. Publicity, he added, would prompt the repudiation of Bolshevism.

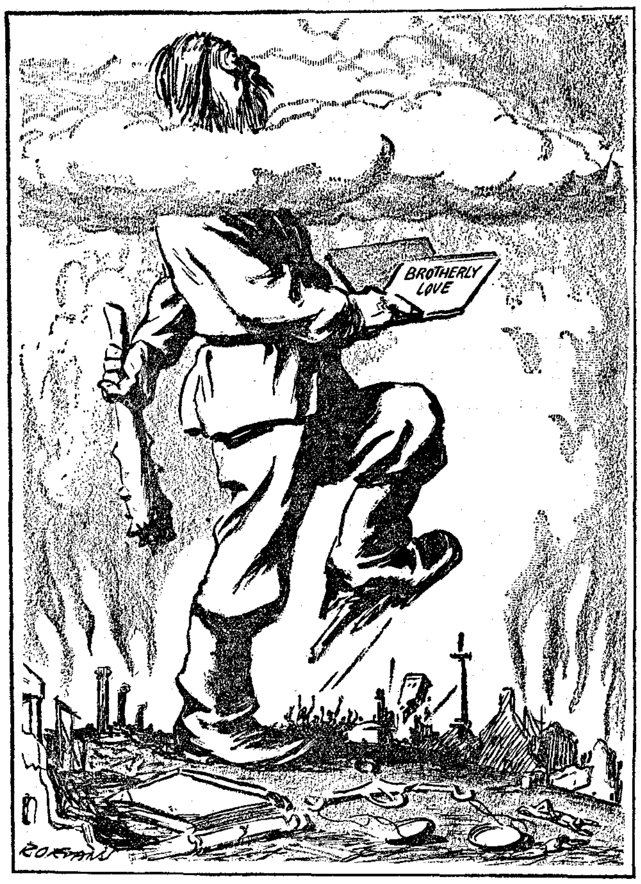
"The Bolsheviki do not desire recognition by the United States, Mr. Robins testified, but they would welcome assistance in restoring the economic life of the country. He explained that the Bolshevik leaders feel that their position as international revolutionaries would be weakened by formal treaties with other governments. Asserting Lenine preferred cooperation with America rather than Germany, Mr. Robins said that unless this country took the lead in peaceable restoration of Russia, Germany inevitably would obtain a new foothold."

When Senator Overman returned to the subject of Bolshevik propaganda in America and asked what Mr. Robins would do to stop it, he replied:

"If this committee will make a report setting forth just what Bolshevism is, I am sure that the vast majority of American minds would repudiate it utterly. If this is followed by intelligent legislation to correct what is wrong in our civilization it would wipe out the breeding spots of unrest. The I. W. W., for instance, and such things, always spring from some economic wrong. Take away the three fears of the workers—the fear of unemployment, of disaster, and of old age and premature death, then you will have for him a land that is worth living in and that he will know and feel is worth fighting for."

In a letter to President Wilson, dated December 24, 1918, Maxim Litvinoff, "late representative for Great Britain of the Russian Federative Republic," complained that the Bolshevik Government has been given no opportunity to put its case fully before the Allied nations. Urging the President "impartially to weigh and investigate into the one-sided accusations against *Soviet* Russia, to come to an understanding with the *Soviet* Government, to withdraw the foreign troops from Russian territory, and to raise the economic blockade," Mr. Litvinoff went on to say:

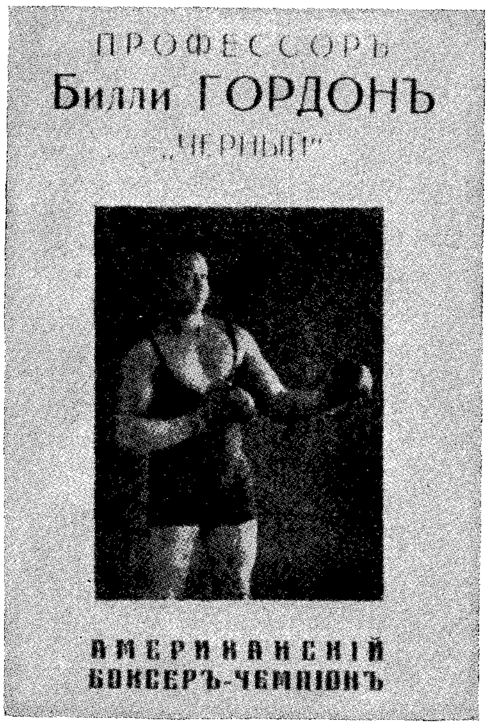
"The chief aim of the *Soviets* is to secure for the toiling majority of Russian people economic liberty, without which political liberty is of no avail to them. For eight months the *Soviets* endeavored to realize their aims by peaceful methods without resorting to violence, adhering to the abolition of capital



THE BOLSHEVIST.

—Evans in the Baltimore *American*.

punishment, which abolition had been part of their program. It was only when their adversaries, the minority of the Russian people, took to terroristic acts against popular members of the Government and invoked the help of foreign troops that the laboring masses were driven to acts of exasperation and gave vent to their wrath and bitter feelings against their former oppressors. For Allied invasion of Russian territory not only compelled the *Soviets* against their own will to militarize the country anew and to divert their energies and resources so necessary to the economic reconstruction of Russia, exhausted by four years of war, to the defense of the country, but also cut off the vital sources of foodstuffs and raw material, exposing the population to most terrible privation bordering on starvation.



ПРОФЕССОРЪ
Билли ГОРДОНЪ
„ЧЕРНЫЙ"
АМЕРИКАНСКІЙ
БОКСЕРЪ-ЧЕМПІОНЪ

BUSINESS CARD OF A "RED" LEADER.

Billy Gordon, an American negro pugilist, in 1917 was doorman at the American Embassy in Petrograd. He is now a member of that city's *Soviet* Government. The inscription reads: Professor Billy Gordon (Black) Americanski Boxer, Champion.

> "I wish to emphasize that the so-called red terror, which is grossly exaggerated and misrepresented abroad, was not the cause but the direct outcome and result of Allied intervention. . . . . . .
>
> "The dictatorship of toilers and producers is not an aim in itself but the means of building up a new social system under which useful work and equal rights would be provided for all citizens irrespective of classes to which they had formerly belonged."

This letter was printed on March 3, in *The Weekly Bulletin* of the Bureau of Information on *Soviet* Russia, New York City, with the statement that it had "never been made public in America."

One pro-Bolshevik witness before the Overman committee admitted that Bolshevism had failed in many ways to live up to its promises, but insisted that it was the spirit that counted. This was Frank Keddie, a Scotch conscientious objector who has been working in Russia for the Society of Friends. The New York *Tribune* quotes him as saying: "Bolshevism is simply that it shall be impossible for the rich man, or the clever man, or the workingman, no matter how hard he works, to dominate to an injurious extent any other man. What is going on in Russia is the only great constructive movement in the world to-day."

We find Charles Edward Russell and John Spargo, two Socialist leaders who supported the war against Germany, agreeing with the spokesman of a great corporation, the National Cash Register Company, that the world may have to choose between a League of Nations and Bolshevism. In a broadside issued by the Cash Register Company we read: "Civilization has put down militarism. We must now have a League of Nations to put down the greater enemy, Bolshevism." Mr. Russell, just back from Paris, is quoted as saying that failure to consummate a League of Nations, coupled with economic distress and the preaching of Bolshevism, would bid fair to result in the overthrow of all government in Europe. And Mr. Spargo says:

> "It can not be too strongly strest that failure to adopt the proposed plan for a League of Nations, in substance if not in all its details, will make Bolshevik uprisings in England, France, and Italy, as well as in other countries. When I was in Europe last summer this was the conviction I gathered from conversations with working-class leaders everywhere I went. One of the ablest men in England—a labor-leader and member of Parliament of long experience—said to me: 'If we get a fairly satisfactory, workable League of Nations, things will move along the lines of evolution. If we don't get that we shall be rushed into the hell of violent Bolshevism, and our Bolshevism will be more terrible than the Russian original.'"

HOW ST. MIHIEL TESTED OUR ARMY

OUR SOLDIERS MADE GOOD at Cantigny, Château-Thierry, and Belleau Wood, and they contributed to the success of Marshal Foch's counter-offensive of July, 1918, but when the Hun had been finally turned back from Paris, the new American Army had its chance to prove its worth as a great modern fighting force. As a result of our St. Mihiel offensive, in the words of General Pershing's report, the Allies found "they had a formidable army to aid them, and the enemy learned finally that he had one to reckon with."

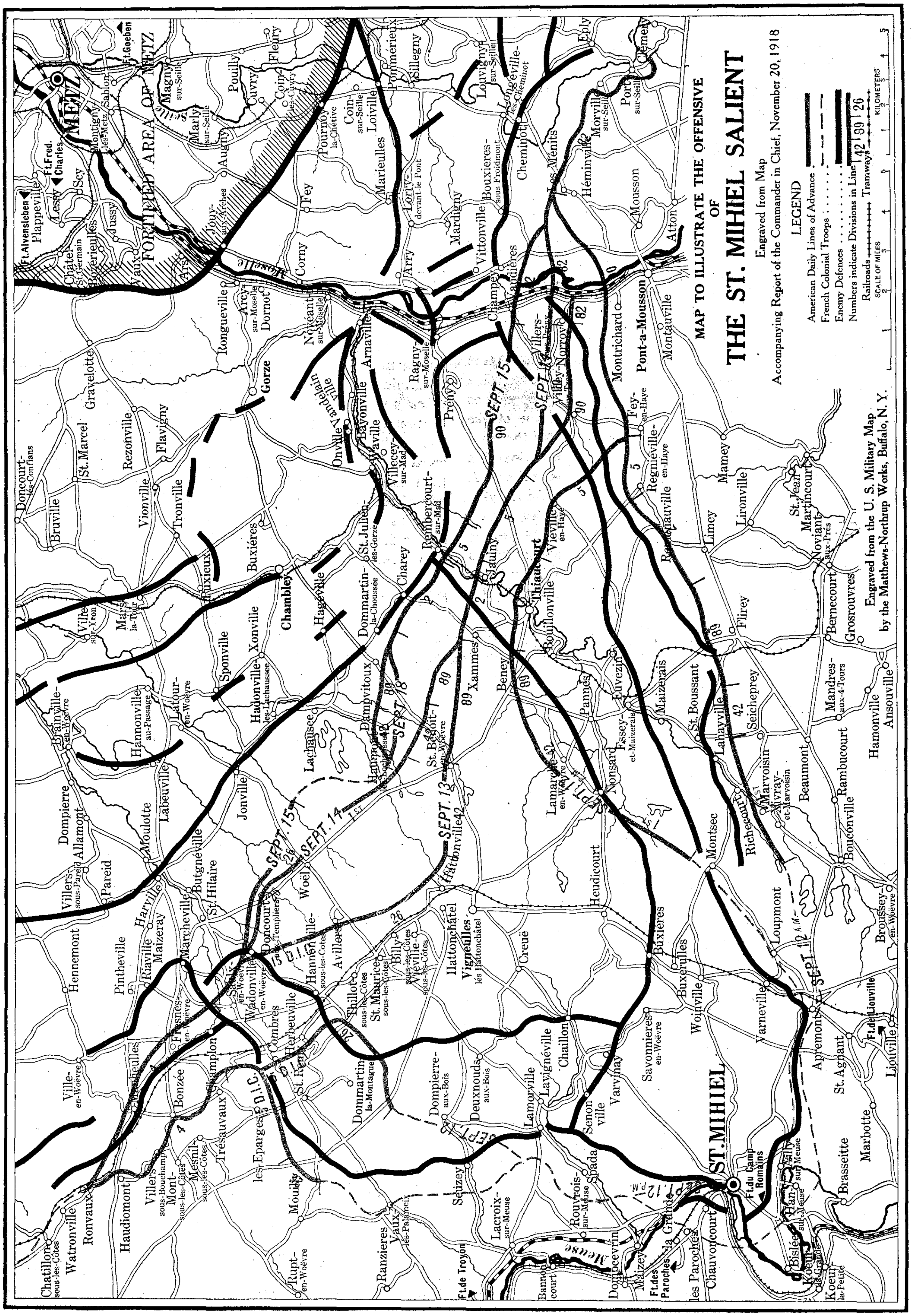
On August 10, General Pershing organized the American First Army. On August 30, the line beginning at Port-sur-Seille, east of the Moselle, and extending to the west through St. Mihiel, thence north to a point opposite Verdun, was placed under General Pershing's command. This included a French corps at the point of the salient and another on the heights above Verdun.

As General Pershing notes, the work of preparation included the secret concentration of 600,000 men, "the assembling of divisions, corps, and army artillery, transports, aircraft, tanks, ambulances, the location of hospitals," and the accumulation of supplies. The French lent guns and gunners. The French Independent Air Force and the British bombing squadrons with our own air forces made "the largest assembly of aviation that had ever been engaged in one operation on the Western Front."

The map on the opposite page, sent to THE LITERARY DIGEST by General Pershing, shows the original forty-mile line held by the Americans and their French auxiliaries, the ground taken each day, and the positions finally reached. From east to west were Major-General Liggett's First Corps (82d, 90th, 5th, and 2d Divisions) and Major-General Dickman's Fourth Corps (89th, 42d, and 1st Divisions), which were to swing toward Vigneulles on the Moselle as a pivot; the 2d French Colonial Corps and Major-General Cameron's Fifth Corps (26th and 4th United States Divisions and a French division), which were to push in the west side of the salient. Six American divisions were in reserve. General Pershing relates that after four hours' artillery preparation the seven American divisions in the front line advanced at 5 A.M. on September 12, aided by a few tanks. They went through the enemy's barbed wire and trench system "in irresistible waves on schedule time."

The map will supplement General Pershing's very brief account and enable our readers to understand how well each unit accomplished its task. To quote General Pershing:

> "Our First Corps took Thiaucourt, while our Fourth Corps curved back to the southwest through Nonsard; the Second Colonial French Corps made the slight advance required of it on very difficult ground, and the Fifth Corps took its three ridges. . . . A rapid march brought reserve regiments of a division of the Fifth Corps into Vigneulles in the early morning, where it linked up with patrols of our Fourth Corps, closing the salient and forming a new line west of Thiaucourt to Vigneulles and beyond Fresnes-en-Woëvre. At the cost of only 7,000 casualties, mostly light, we had taken 16,000 prisoners and 443 guns, a great quantity of material, released the inhabitants of many villages from enemy domination, and established our lines in a position to threaten Metz."



MAP TO ILLUSTRATE THE OFFENSIVE OF THE ST. MIHIEL SALIENT

Engraved from Map Accompanying Report of the Commander in Chief, November 20, 1918

Engraved from the U. S. Military Map by the Matthews-Northrup Works, Buffalo, N. Y.

LEGEND
American Daily Lines of Advance
French Colonial Troops
Enemy Defences
Numbers indicate Divisions in Line 42 89 26
Railroads
Tramways
SCALE OF MILES 1 2 3 4 5
KILOMETERS 1 2 3 4 5
METZ
FORTIFIED AREA OF METZ
Moselle
Meuse
ST. MIHIEL
SEPT. 12
SEPT. 13
SEPT. 14
SEPT. 15
15 D.I.C.
2 D.I.C.
Pont-a-Mousson
Thiaucourt
Chambley
Gorze
Vigneulles-les-Hattonchâtel
Hattonchâtel
Ft. Alvensleben
Ft. Goeben
Ft. Fred. Charles
Ft. du Camp Romains
Ft. de Liouville
Ft. de Troyon
Ft. des Paroches
Plappeville
Lessy
Sey
Montigny-les-Metz
Sablon
Magny-sur-Seille
Marly-sur-Seille
Augny
Pouilly
Fleury
Jussy
Chatel St. Germain
Rozérieulles
Vaux
Ars
Jouy-aux-Arches
Corny
Fey
Pournoy-la-Chétive
Coin-sur-Seille
Loiville
Marieulles
Pommérieux
Sillegny
Lorry-devant-le-Pont
Arry
Mardigny
Vittonville
Louvigny
Longeville-les-Cheminot
Bouxieres-sous-Froidmont
Cheminot
Les Ménils
Eply
Cléméry
Port-sur-Seille
Morville-sur-Seille
Héminville
Mousson
Atton
Landières
Champey
Villers-sous-Prény
Vandières
Norroy
Montrichard
Montauville
Rongueville
Arcy-sur-Moselle
Dornot
Novéant-sur-Moselle
Ragny-sur-Moselle
Armaville
Prény
Vandelainville
Onville
Bayonville
Waville
Villecey-sur-Mad
Rembercourt-sur-Mad
Gravelotte
Rezonville
Flavigny
St. Marcel
Vionville
Tronville
Doncourt-les-Conflans
Bruville
Buxières
Puxieux
St. Julien-les-Gorze
Charey
Hagéville
Dommartin-la-Chaussée
Jaulny
Fey-en-Haye
Regnieville-en-Haye
Viéville-en-Haye
Remenauville
Mamey
Lironville
Limey
Martincourt
St. Jean
Noviant-aux-Prés
Flirey
Bernecourt
Grosrouvres
Mandres-aux-4-Tours
Ansouville
Hamonville
Rambucourt
Beaumont
Bouconville
Broussey-en-Woëvre
Ville-sur-Yron
Mars-la-Tour
Xonville
Sponville
Latour-en-Woëvre
Hannonville-au-Passage
Hadonville-les-Lachaussée
Jaulny
Bouillonville
Xammes
Beney
Pannes
Euvezin
Essey-et-Maizerais
Maizerais
St. Baussant
Lahayville
Seicheprey
Richecourt
Marvoisin
Xivray-et-Marvoisin
Nonsard
Lamarche-en-Woëvre
St. Benoit-en-Woëvre
Dampvitoux
Lachaussée
Jonville
Labeuville
Moulotte
Dompierre
Allamont
Brainville-en-Woëvre
Villers-sous-Pareid
Pareid
Harville
Butgnéville
St. Hilaire
Woël
Doncourt-aux-Templiers
Hattonville
Heudicourt
Montsec
Loupmont
Buxières
Buxerulles
Woinville
Varnéville
Apremont
Liouville
St. Agnant
Marbotte
Brasseitte
Ailly-sur-Meuse
Han-sur-Meuse
Bislée
Koeur-la-Grande
Koeur-la-Petite
Chauvoncourt
Les Paroches
Maizey
Dompcevrin
Bannoncourt
Rouvrois-sur-Meuse
Lacroix-sur-Meuse
Spada
Senonville
Varvinay
Savonnières-en-Woëvre
Chaillon
Lavignéville
Lamorville
Creuë
Deuxnouds-aux-Bois
Dompierre-aux-Bois
Seuzey
Vaux-les-Palameix
Dommartin-la-Montagne
Billy-sous-les-Côtes
Viéville-sous-les-Côtes
St. Maurice-sous-les-Côtes
Thillot-sous-les-Côtes
Hannonville-sous-les-Côtes
Avillers
Wadonville-en-Woëvre
St. Hilaire
Herbeuville
Saulx-en-Woëvre
Marcheville
Riaville
Maizeray
Pintheville
Hennemont
Fresnes-en-Woëvre
Champlon
Combres
St. Remy
Les Éparges
Trésauvaux
Bonzée
Manheulles
Ville-en-Woëvre
Mont-sous-les-Côtes
Mesnil-sous-les-Côtes
Villers-sous-Bouchamp
Haudiomont
Ronvaux
Watronville
Châtillon-sous-les-Côtes
Mouilly
Rupt-en-Woëvre
Ranzières
42
89
90
82
5
2
1
26

THE SOUTH ON A COTTON STRIKE

SILK AND SATINS will no longer be luxuries as compared with cotton when the price-raising and crop-reducing program decided upon by the cotton-producers of the South goes into effect. The campaign is formidable enough; every county in the cotton-growing States, it is reported, held "safe-and-sane-cotton" meetings in February to secure "reduction pledges" from the farmers. Bankers and business men throughout the South are said to be behind the farmers. At the recent cotton convention in New Orleans, the Governor of Louisiana presided and former Governor Manning of South Carolina presented the resolutions, "which bid fair to tie up the consumer of cotton in a knot, so far as prices are concerned," says a paper in the great cotton-mill region of Massachusetts. The plan is, in the words of leaders of the movement, for the Southern cotton-growers, first, to "hold their present crop until they can sell it for at least thirty-cents a pound basis middling; secondly, reduce their 1919 cotton-acreage by one-third." The convention at New Orleans unanimously adopted a resolution branding any man refusing to cooperate with this program as "so lacking in public spirit as to forfeit the confidence of the community in which he lives." Popular backing for the campaign is demonstrated by the fact that for months Southern farmers have been holding their cotton for better prices. A recent issue of *Cotton* (Atlanta) publishes photographs showing bales of cotton stored along sidewalks, by the roadsides, and on the court-house square in one Georgia county seat.

Those who have been waiting for cotton prices to go down are warned by a paid advertisement of the Cotton Publicity Committee that "The Price of Cotton Is Not Going Down." According to this statement, cotton can not be produced at present prices and allow farmers the right kind of livelihood. The program outlined above is "infallible," we are told, and "a nine-million-bale crop for 1919 is all the South will offer to the world." Buyers of cotton goods are told to "buy now." Manufacturers are warned that if they do not "pay the Southern farmer enough for his cotton, he will reduce his cotton-production still further, and the whole manufacturing industry will be threatened."

Instead of the pleading of Southerners for every one to "buy a bale of cotton," which we heard a few years ago, it seems to the Lowell *Courier-Citizen* that soon the begging will "come from the Northern manufacturer for the Southern planter to 'sell a bale of cotton.'" Speaking for the New England textile cities, the Lowell paper calls the course of the planters "high-handed in the extreme" and a "deliberate manipulation of prices by cornering the supply." The Boston *Post* thinks the "cotton-hold-up" movement is "obviously one for the Department of Justice to watch closely, and if it is to be found a conspiracy to extort abnormal prices, action should be taken." To *The Post* "thirty cents for cotton, which in normal times sells for around twelve to fourteen cents, looks like extortion." It reminds the cotton-growers that "theirs was the one basic commodity whose price was not regulated by the Government during the war," and asks whether after their "years of tremendous prosperity" they are now to act the part of the "beggar ahorseback"? The Toledo *Blade*, published in a community which is not vitally interested in either cotton-growing or cotton-manufacturing, speaks for the Northern consumer by declaring that the cotton-farmers "are hurting the entire world for the sake of a few extra dollars in their pockets." It admits that "the growers have us by the nape of our cotton neck-band, and they propose to twist it." As *The Blade* explains the reason for the movement—

> "In 1910 raw cotton was worth \$.1455 per pound. It slumped in 1913, 1914, and 1915. In 1916 it went up to \$.1875. In 1917 to \$.2875. In 1918 it went to \$.30 and better. The present price is around 22 cents per pound. It is this slump, following the armistice and the check on military demands for cotton, that disturbs our Southern brethren."

Opinion in the South, to judge from replies to inquiries sent by THE LITERARY DIGEST to editors of representative newspapers, is solidly behind the campaign to keep up the price of cotton. The editors assert that conditions in the cotton-growing States make such a move absolutely essential. The Raleigh *News and Observer*, owned by the Secretary of the Navy, admits that the acreage-reduction move is equivalent to "going on strike," but it contends that the cotton-farmer who has never received a fair return for his unremitting toil has now started a movement which "will make the cotton belt a region of prosperity." In another editorial Secretary Daniels's paper argues that the substitution of food crops for cotton will be doing a service to the public, since "the world is crying for fats now, but does not seem to be worrying for cotton." In South Carolina the Columbia *State* and *Record* and the Charleston *American* are all back of the movement. The Charleston *News and Courier* explains that one justification for it lies in the fact that whereas a few years ago the South had a surplus of cheap, easily managed labor during most of the year, at present labor is high "and very uncertain in all respects," so that labor conditions alone call for reduction of cotton-acreage. In Tennessee, the Memphis *Commercial Appeal* tells us that except for the last three years "cotton has been sold at a loss for thirty years." Even now, we are told, "cotton at thirty cents a pound is relatively cheaper than wheat, corn, hogs, and hay." This daily notes that outside of the cotton regions it is regarded "as the height of selfishness for the South to seek to raise the price of cotton by reducing the acreage, thereby getting as much money for a small crop as for a big crop." But outsiders do not understand that "this is the only remedy that a single-crop region has, and for the present we must adopt this remedy" and not "add to the already glut of the cotton-supply." *The News-Scimitar* of the same city is also behind the movement, and *The Press* notes that besides the need for a fair price "the absolute need of crop rotation to save millions of acres impoverished by a single crop and poor agricultural methods is of the utmost importance." The Nashville *Southern Agriculturist*, noting that a twelve-million-bale crop will bring in as much money as a fifteen-million-bale crop, and considerably more than a crop of seventeen million bales, asks if it would not be the height of folly "to produce a seventeen-million-bale crop." The Atlanta *Constitution* even asserts that ten million bales are worth more to the producers than fifteen million, and insists that the matter of holding out for thirty cents is "simply a question of not selling a thing for less than it is worth." *The Southern Ruralist*, published in the same city, emphasizes the fact that "a small crop has always brought more money than a large one." The Jacksonville *Florida Times-Union* strongly supports the movement for keeping cotton prices up, as do the Mobile *Register* and Birmingham *Age Herald* in Alabama. The Birmingham *Progressive Farmer* declares that—

> "If the South is to show the world, once for all, that it will never again make cotton on the old cheap-wages basis while men in all other lines get high wages, then it should 'go on a strike' against present prices by cutting acreage to a minimum, and make spinners in Europe and America beg for a 9,000,000- or 10,000,000-bale crop next season."

Papers like the Meridian *Star*, in Mississippi, and the New Orleans *Times-Picayune* and *Item* and Shreveport *Times*, in Louisiana, are strong backers of the cotton-growers' campaign. The Shreveport daily insists that "the South merely is endeavoring to insure to its farmers a fair and living return on their labors and crop." *Modern Farming* (New Orleans), an agricultural weekly, circulating in Mississippi and Louisiana, strongly backs up the statements of the daily papers in these two States, and makes much of the crop-rotation argument. It is said that practically every cotton-farmer in Texas has signed a written pledge for the reduction of cotton-acreage by one-third, and we naturally find the movement supported by dailies like the Austin *American*, Dallas *Times-Herald*, and Houston *Southland Farmer*. The Dallas *Semi-Weekly Farm News* declares that—

> "Another large cotton crop heaped upon the present undigested half of the 1918 crop would, without any question or shadow of doubt, demoralize prices to such an extent that cotton-farmers would be reduced to the lowest economic level they have experienced in years. . . . To keep the price up, the supply must be kept down. It's as simple as shoe-strings."

TASKS FOR THE NEW CONGRESS

IF THERE IS ENOUGH IMPORTANT and pressing work "to keep Congress busy during every legislative hour of perhaps the next five years," as has been remarked, demands for an early calling of an extra session are natural enough. The country's business needs an extra session very soon, declares the Boston *News Bureau*. Prompt and satisfactory disposition of the legislative tasks left by the late Congress, says the Boston *Christian Science Monitor*, "will have much to do with the restoration of normal conditions, the maintenance of industrial peace, and the furtherance of national, and even international, prosperity." Another independent journal, the Washington *Post*, calls upon President Wilson to convene Congress in extra session by May 1, "whether he shall have concluded his business abroad or not," and advises Congressmen to come to Washington "prepared to transact the business of the Government without delay." It asks:

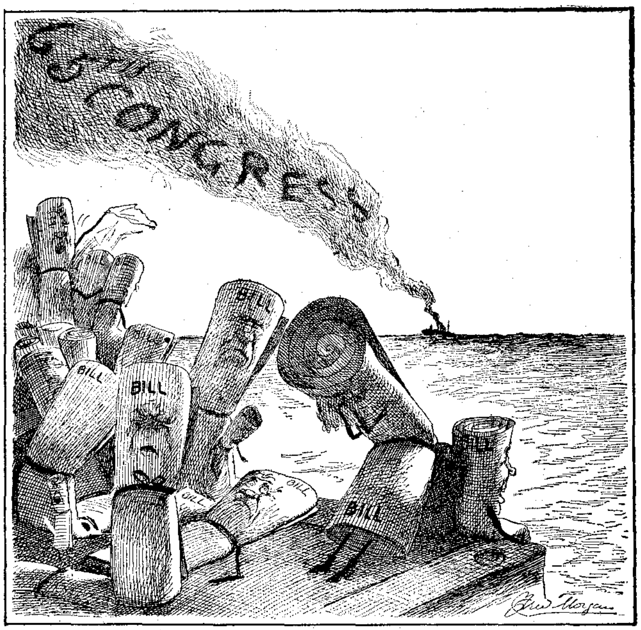
> "Why should discussion of the League of Nations embarrass the administration of the transportation system of the country and threaten a serious financial condition? Why should it detain soldiers in the military service in Europe when they are needed at home and their families are praying for their early return? Why should a dispute be permitted to upset the whole legislative machinery of the Government, block necessary appropriations, and delay the imperative shifting of the business of the country to a peace basis?"

The New York *Times* points out that the Administration is trying to solve the problems created by the failure of Congress to act on important measures. It notes that four classes of bills were held up. There is the Deficiency Bill with appropriations for immediate money needs and expenditures during the present fiscal year, including $750,000,000 for the railroads. There are the bills carrying appropriations for the next fiscal year. If Congress meets by June 1, there will be time to pass these bills by the end of the month, but all executive plans and programs are left "up in the air." Thirdly, there are the bills which may be considered part of the reconstruction program. If these could be put through soon ways would be opened up for the early employment of many men, and the menace of the unemployment problem would be relieved. Fourthly, there is a long list of regulative measures relating to the transition period between war and peace.

Director-General Hines is planning to find money for the railroads by loans from the banks and the War Finance Corporation to tide over the period until Congress meets. The harm done by the failure of the Army and Navy bills is that each department is left without a policy and that this vitally affects the thousands of men in the service who want to get out as soon as possible. As *The Times* notes:

> "In the Army the uncertainty carries the heaviest consequences. There are two chief ones: first, as to the size of the Army; secondly, as to the reestablishment of a National Guard. There is no law under which the War Department can recruit an army to exceed 175,000; the bill that was lost provided for a volunteer army of 500,000, and in the expectation that it would become a law the War Department had been taking the names and holding in the service those men who desired to become members of the volunteer forces. From this body were to come the men who may have to constitute our force in Europe for some time to come. The plan of the War Department, had the measure gone through, was to bring home by July 1 about 915,000 men of the 1,500,000 now in France. Those who desired to become a part of the volunteer army would have remained. Now demobilization on this basis is held up; what policy will be followed in the interim has not yet been determined.
>
> "National Guard plans are left dangling just as loosely."

In the Navy "both the building program and the size of the personnel are left in doubt." More immediately disastrous, several editors note, is the fact that it is expected that the United States Employment Service, which was organized to find places for discharged soldiers and sailors and to look after the general demobilization of war-workers, will not be able to continue longer than the end of the month on account of the failure of the emergency appropriation to get through.



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THE BILLS THEY LEFT BEHIND THEM.

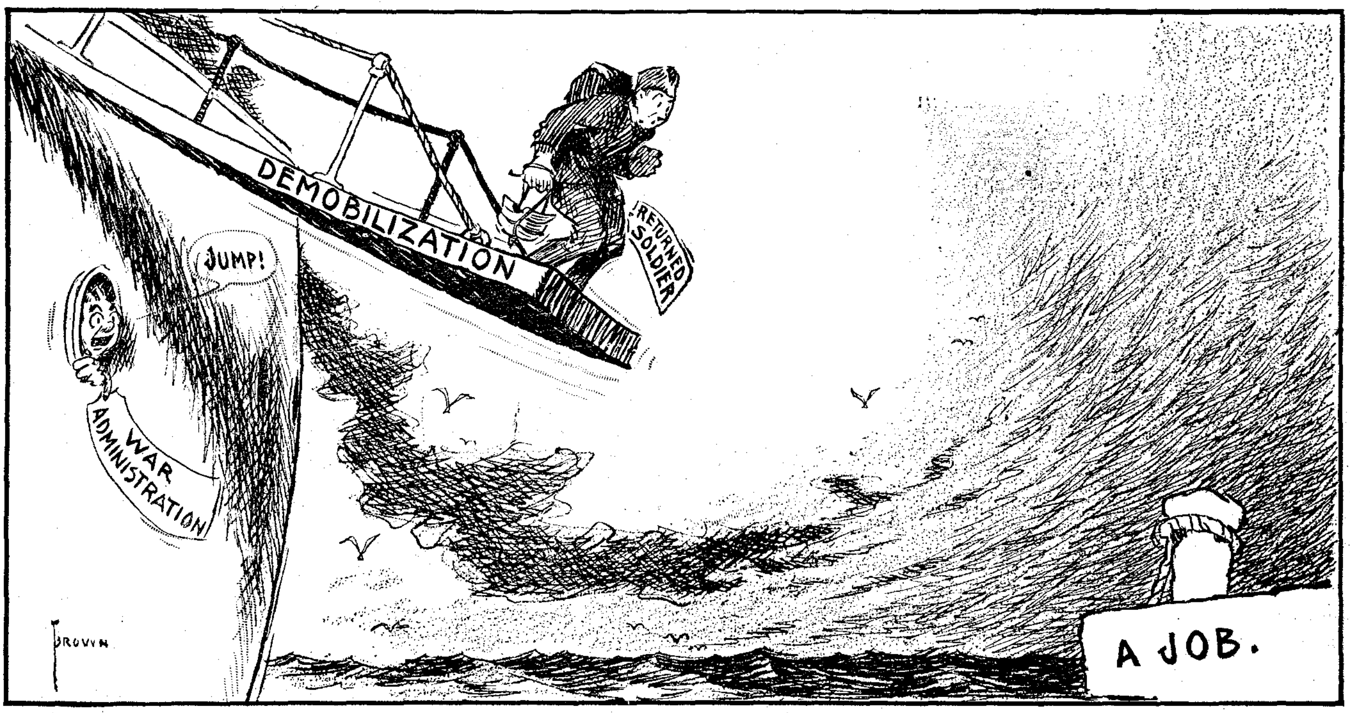
—Morgan in the Philadelphia *Inquirer*.

With billions of dollars to appropriate and with all the problems of reconstruction to solve, the new Congress, whenever it meets, must show, as the Boston *News Bureau* observes, "a sane economy, without cheese-paring; and far more important, a constructive spirit inclined and able to shape the works of reconstruction and expansion." In the West, Senator Capper's *Weekly* (Topeka) repeats the demand for economy, as does the Houston *Post* in the South.

Republicans will control both houses, and are making committee assignments so as to be ready to take charge of legislation whenever the session is called. In the House, Mr. Gillett, of Massachusetts, will be Speaker, and Mr. Fordney, of Michigan, and Mr. Mondell, of Wyoming, will probably be respectively Chairman of the Ways and Means Committee and floor leader. Failure of the Republicans to abolish the old seniority rule has disappointed many Progressives and has drawn a spirited protest from Congressman Longworth, Colonel Roosevelt's son-in-law.

The Boston *Herald* points out how necessary it is that the Republicans "should set themselves to the formulation of a definite policy, especially on matters of internal reconstruction." As it continues:

> "The future of the railroads, the question of our permanent military and naval establishment, the task of raising large revenues and reducing the war-debt, these and other questions of great importance will come before the Republicans of Congress for their solution. They owe it to the party to see that these problems are faced in no purely partizan spirit, but in a sane and constructive manner. It is for them in this way to determine what the issues will be at the Presidential election of 1920."



POOR SERVICE. —Brown in the Chicago *Daily News*.

WORLD-RECONSTRUCTION PLANS

SOME CRITICISM has been leveled in this country at the provisions, or lack of them, that have been made to give work to discharged soldiers, and to tide over our industries and our labor from a war- to a peace-basis. To aid in this readjustment, the Council of National Defense at Washington has issued a most instructive compilation of measures other countries are taking to meet the world-wide emergency, and at the same time we have received from Canada an official publication entitled "From War to Peace," sketching the admirable reconstruction policies of the Dominion. Our Council of National Defense prepares a daily bulletin of reconstruction news, which is regularly laid before all departments of the Government, so that each department may be acquainted with the activities of every other, and may know what problems have arisen, what measures have been taken, what has been disclosed by investigations not only in the United States, but all over the world. It is not the business of the Council of National Defense to outline policies. But, through its Reconstruction Research Division, it has been working to ascertain what the world is thinking and doing about readjustment and reconstruction, thus obtaining data which are at the service of those national and State agencies that shall be charged with the tasks of devising and executing constructive programs.

The nature of part of the "Reconstruction Information" already gathered by the Council is indicated in one of its compilations, a digest of "Articles in Official and Private Periodicals Concerning Reconstruction and Readjustment Activities in Foreign Countries." Of this information, that portion which relates to problems that parallel our own is naturally of the greatest interest to American readers.

Our neighbor to the north is solving her problems in a way that has won much admiration, especially in the return and repatriation of soldiers, the care of the wounded, the relief of dependents of the killed or disabled, and associated matters. Canada appears to have been especially forehanded in this field, and has embodied a survey of its repatriative plans in the official publication mentioned above, entitled "From War to Peace."

At the time of the armistice there were in England and France 286,000 troops to be returned to Canada. The original plans, limited by the amount of shipping available, called for the return of 20,000 in December, the same number in January, and 30,000 in February and each of the succeeding months. It is now hoped that in the spring and summer, after the reopening of the St. Lawrence to navigation, the rate of return may be increased to 45,000 monthly. In demobilization, the fighting corps, consisting of the four divisions at the front, is being brought back as units, so that the Canadian committees are able to give a welcome to their home battalions. Through a system of exchanges, each battalion has been reconstituted so as to consist of men from one given area. Thus all the Toronto infantrymen, for example, will be brought back in the Toronto battalions. The rest of the Army is to be demobilized on the "standard-draft" plan. Thus, we read,

"The men are assembled in concentration-camps in England in drafts of five hundred. Each of these drafts is composed of men who have signified their intention of going to the same dispersal area, Canada having been divided for this purpose into twenty-two such areas. Each soldier chooses the area to which he wishes to go. In making up the drafts long-service men will be given the preference over those who have served a shorter time and married men will have priority over single men. This will be the order of precedence followed, unless definite requests come from Canada for men trained in certain occupations. In other words, industrial and labor conditions in Canada may be taken into consideration in making up the drafts. After the drafts are made up, the men are divided into twenty-three occupational groups according to a standard classification which has been agreed upon.

"A monthly cable, stating the number of men on strength classified into the twenty-three occupational groups, is sent from England to Canadian military headquarters. Canada in turn indents for troops from England, being guided by industrial conditions affecting the various dispersal areas. Just prior to sailing, a cable is sent from England, stating how many men are coming, their occupations, and the dispersal areas to which they are going. In this way, arrangements can be made to handle the men, care for them, and find employment for them.

"Before a man leaves England, he is medically examined, and his medical and dental documents, as well as his discharge papers, are made out. All delay in Canada over these details is therefore avoided.

"While the men are awaiting their return, they are naturally anxious to know just what Canada is going to do for them and what arrangements have been made for their reestablishment into civil life. Arrangements have been made to provide them with this information. Shortly after the signing of the armistice, Major Anderson was dispatched to England by the Information and Service Branch of the Department of Soldiers' Civil Reestablishment. Major Anderson took with him 350,000 questionnaire cards, asking among other things for the soldier's previous occupation, the occupation which he now prefers, and the locality in which he intends to settle. These cards are to be filled out by a personal canvass of all our men overseas. The information is then to be compiled and sent to Canada for the guidance of officials."

Elaborate arrangements have been made for the care and entertainment of the men while on the transports, and their reception and housing at the ports of debarkation—Halifax and St. John during the winter, and also Quebec and Montreal during the ice-free months. These arrangements are carried out by a citizens' welcoming committee with the cooperation of such bodies as the Y. M. C. A., the Knights of Columbus, the Canadian Red Cross, and the Salvation Army. Further:

"No time is lost in transferring the men from boat to train. The day after the armistice was signed a conference of railway heads was called in Ottawa and a committee of experts appointed to coordinate and direct the work of transporting the troops so as to eliminate all unnecessary delays and insure the greatest possible comfort for the men.

"This permanent transportation committee, representing the C. P. R., G. T. R., and the Canadian National Railways, arranges for special trains to meet every transport. These troop-trains consist of colonist, tourist, commissariat, and standard sleeping- and dining-cars. On board each train is a permanent train-conducting staff, which is responsible for discipline, messing, etc., and representatives of the Y. M. C. A. and Knights of Columbus, who render all possible assistance to the men on their journey, giving information, sending telegrams, mailing letters, etc."

In case of stop-overs or unavoidable delays, there are barracks and ample food-supplies at specified divisional points.

As already stated, Canada has been divided, for demobilization purposes, into twenty-two dispersal areas, the principal city in each area being the dispersal station—as Halifax for all of Nova Scotia and Quebec and Montreal for the two areas of the Province of Quebec. On arrival at the dispersal stations, we are told—

"Men who have been sick *en route* are immediately received by the District Depot for medical treatment and receive pay as part of that unit.

"All other men fall in alphabetically and are paraded to a military depot, where, under one roof with passage throughout the building, will be arranged the offices of the Ordnance Officer, the Soldiers' Civil Reestablishment Dispersal Staff, the Paymaster, the Officer Commanding the dispersal station, and the Railway Agent. Each man can thus pass quickly from

(*Continued on page* 49)

TOPICS IN BRIEF

ONE cause of the bone-dry victory was the bone-head opposition.—*Brooklyn Eagle.*

BLOOD and iron having failed, they will try soft-soap and whine.—*Greenville Piedmont.*

ALL general deficiency bills in future should contain salaries of Senators.—*Wall Street Journal.*

THE Senate's chief objection to the League idea is that Wilson is a Democrat.—*Greenville Piedmont.*

THE farmers who work only from sun-up to dark shouldn't care a hoot what the clock says about anything.—*Pittsburg Dispatch.*

THE world will be full of a number of drinks
No matter what William H. Anderson thinks.
—*Brooklyn Eagle.*

THOSE friends who are urging the President to introduce the Irish question in the Paris Conference do not seem to understand that the President is trying to bring about peace.—*Houston Post.*

THESE father-and-son banquets are a great improvement on the conferences the two used to have in the woodshed.—*St. Joseph Gazette.*

TROUBLE will start when the returned hero suggests giving the first girl baby a certain French name.—*Greenville Piedmont.*

As the time for presenting the Allies' bill for reparation draws nearer, Germany shows increasing signs of insanity.—*Brooklyn Eagle.*

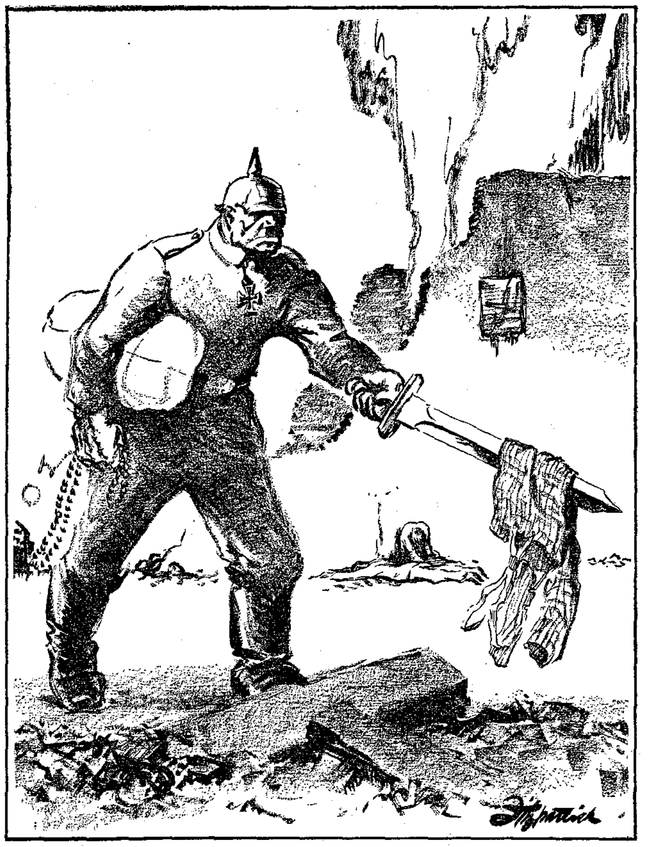
THE Hun was licked because there were too many nations against him. He may get off light now for the same reason.—*Greenville Piedmont.*

THE Kaiser is said to be broke. Even if that is so, he should cheer up in the knowledge that so are a lot of better men.—*Newark News.*

THE way Chicago renominated Mayor Thompson makes it look as if it were proud of being the sixth German city in the world.—*Indianapolis News.*

THIS theory that the removal of the Kaiser changed the criminal nature of the Hun seems to indicate that Bill is some sort of adenoid.—*Greenville Piedmont.*

THE piece Mr. Wilson assigned to Miss Columbia on the Peace Conference program was, "Keep the Home Fires Burning," but she is developing an annoying habit of humming out loud, "Where Is My Wandering Boy, To-night?"—*Philadelphia North American.*



WE ARE THANKFUL THAT THIS FELLOW ISN'T COLLECTING OUR INCOME TAX.
—Fitzpatrick in the St. Louis *Post-Dispatch.*

THE ex-Kaiser is still at large; unwept, unhonored, and unhung.—*Brooklyn Eagle.*

JOHN BARLEYCORN has lost his place in the sun, but he has his moonshine still.—*Greenville Piedmont.*

IN place of rail-splitters in American politics, we now have hair-splitters.—*Long Island City Star.*

FOCH wept when he signed the armistice. The Huns weep every time he signs an extension.—*Greenville Piedmont.*

HARMONIOUS nations brought the Hun to his knees. Inharmonious notions may let him up again.—*Greenville Piedmont.*

BLACK, red, and gold for Germany's national flag. "Black," ventures Baldy, "for their future, red for their past, and gold for the indemnities they must pay."—*Chicago Tribune.*

SOUTHERNERS who fear an over-production of cotton this year have our consent to plant watermelons instead, but we don't suppose they will without a guaranty of $5 a slice.—*Kansas City Star.*

THE Jap says he is proud of his record in the Pacific. Sure. But pride isn't a valid title to real estate.—*Greenville Piedmont.*

FORD calls his paper *The Dearborn Independent* because its birth cost so much and it can run without subscribers or advertisers.—*Jacksonville Florida Times-Union.*

BEFORE these tight skirts came in we used to send missionaries to China to see that the feet of the little Chinese girls were unbound so they could walk.—*Indianapolis News.*

IT would seem, from reading of the revolutions and assassinations in Germany, that in setting up their republic the Germans had selected the Mexican republic as a model.—*Houston Post.*

IT is announced that the new German Government plans to take over the telephone- and telegraph-wires. But it has shown that it can't handle the Poles.—*Nashville Southern Lumberman.*

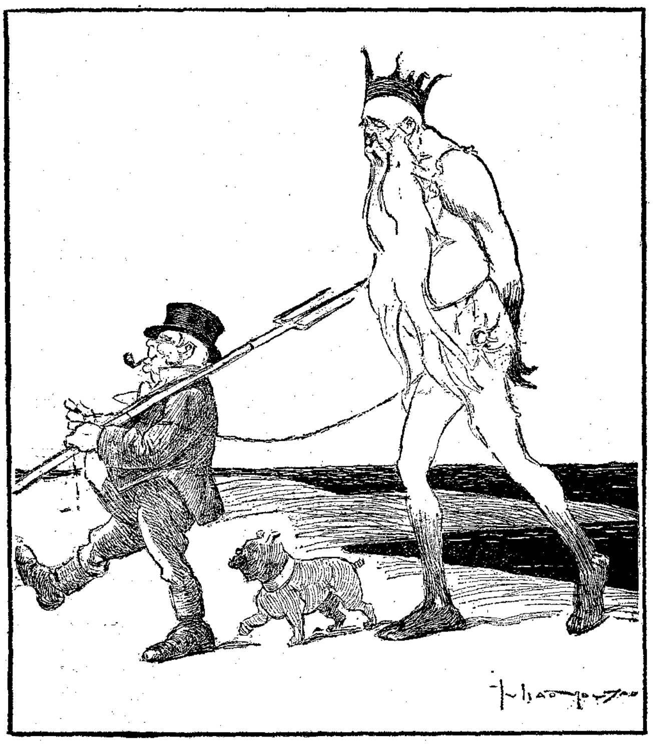
WHEN you see a middle-aged man tilting his cigar so high that the ash rubs the rim of his derby you may know that his boy has just got home from France.—*Philadelphia Evening Ledger.*

FORMER President Taft says it is the duty of the United States to become a member of the family of nations. If Europe has the power to force us into war willy-nilly, then Uncle Sam must get a little power to keep Europe out of war willy-nilly.—*Houston Post.*

FOREIGN - COMMENT

WHEN ENGLAND'S NAVY WAS UNPREPARED

Conflict of opinion on Lord Jellicoe's action at the battle of Jutland is roused into new heat by the appearance of his book on the naval history of the war during his term in command of the fleet, from which we printed excerpts on page 76 of The Literary Digest for March 8. The London press seem divided in praise or blame of him, but all observers are alarmed by his revelations of the status of the British Navy at the outbreak of the war. The London *Spectator* infers from Lord Jellicoe's book that "if the enemy had had sufficient enterprise, his submarines might have entered our bases almost at any time in the early part of the war and sunk a large part of the Grand Fleet." The London *Pall Mall Gazette* is amazed that Britain's battle-cruisers were "inadequately protected against shell, torpedo, and mine," and that the number of destroyers which could be allotted to the Grand Fleet was less than the number which the Germans were able to employ against it. But this was not all. Germany possest an armor-piercing shell which "penetrated through the interior of the ship it struck before exploding, while ours either exploded on contact or as it was passing through protecting armor." Moreover, German search-lights were superior to those in the British Navy, it now appears, and they had star-shells of high illuminating power, of which the British had none. That the British Fleet escaped disaster, *The Pall Mall Gazette* adds, was "due mainly to good fortune, and the country will demand immediately assurances that the Admiralty is alive to the danger of inadequate preparation, and that in future our *matériel* will be second to none."



JOHN BULL HAULS IN THE GERMAN NEPTUNE.
—*D. Quixote* (Rio de Janeiro).

These disclosures, in the view of some onlookers, offer the best explanation of Lord Jellicoe's defensive strategy at the battle of Jutland, about which, remarks the London *Times*, there can never be such a controversy as there was about the battle of Trafalgar. After more than a century, it is recalled, the Admiralty appointed a committee to decide whether the battle of Trafalgar was fought in accordance with the original intentions of Nelson or not. Lord Jellicoe writes not in the least a defense, according to this journal, for no defense is needed, but he gives "a very frank, seamanlike, and entirely modest and straightforward explanation." He has been "widely blamed for his cautious tactics and failure to destroy the German Fleet," observes the Belfast *Northern Whig*, and while it is clear that by temperament Lord Jellicoe belongs to the defensive type of strategists, still it must be remembered that—

> "In the case of the Jutland battle, however, it is only fair to state that his decision to break off the engagement owing to the approach of darkness was approved by Admiral Beatty, who certainly does not belong to the defensive school of tactics. Altho Lord Jellicoe makes no express charges against any one, it is evident that he was not always properly supported by the Admiralty. Only after urgent demands did he get the assistance of Beatty's Battle-Cruiser Squadron at the action in the Helgoland Bight. During the Jutland battle Commodore Tyrwhitt's squadron lay idle at Harwich when its aid might have been invaluable. Jellicoe's proposal to attack Zeebrugge in 1914 was also rejected, only to be adopted long afterward when the defenses were far stronger; while, on the other hand, some of the Whitehall strategists made the Churchillian proposal to attack the tremendous defenses of Helgoland—a plan as foolish as the bombardment of the Dardanelles."

The whole problem at Jutland, says the Manchester *Guardian*, was conditioned by the mist, and it points out that—

> "Had the day been clear Lord Jellicoe would have known the exact position both of his own battle-cruisers and of the Germans in ample time to form his line of battle on the starboard side. But as things were, he had to proceed largely by inference and guesswork, and if he was cautious, he was cautious rightly. If, as some say, there be a school in the Navy which would have taken a different course from Lord Jellicoe's, we are relieved that at that moment it was not in charge of the British Fleet."

Severe criticism of Lord Jellicoe's strategy is voiced by Com. Carlyon Bellairs, M.P., who writes in the London *Evening Standard* as a technical expert, and who takes occasion to read a lecture on the management of the British Navy, in which he says the training of its best officers is "wrong." Their judgment is "atrophied in their routine administrative posts," and he adds:

> "Here it is worth noting that out of twelve and one-half years prior to assuming the command of the Grand Fleet, Lord Jellicoe spent seven years and ten months in administrative posts in Whitehall, settling details such as von Roon and his staff had to tackle in the sixties for the German Army, but which Moltke and his staff never touched.
>
> "The point is of extreme gravity, for the preparation of leaders on the strategical and tactical sides is far more important than any question of material, and yet the system fostered by our statesmen has been the ruin of many a good sailor."

However we look at the matter, remarks the London *Westminster Gazette*, it must be remembered that the enemy seized the opportunity of darkness to make his escape. The fruits of victory were secured, for the Germans never risked another action, and, according to their own statement by Captain Persius, the German naval expert, this one battle was sufficient to make another out of the question. On this point the Belfast *News-Letter* observes:

> "The battle of Jutland was not the victory which the Kaiser proclaimed it to be. It was not all that we wished, but it was a crushing and final defeat for the German Navy, which was so

battered and frightened that it remained inactive at its bases until it came out to make the humiliating surrender which was one of the terms of the armistice. Its cowardice was prudent, for the improvements in our Navy had been so great that, as Lord Jellicoe writes, 'Had the German Fleet come out to battle a terrible punishment awaited it.' Yet men of courage and honor would have faced that fate rather than the shameful end to which it came. When the British people reflect on the decisive part which the Grand Fleet played in the war, they will not forget how much they owe to the distinguished Admiral who was in command of it during the time of our period of greatest danger at sea."

AN INVITATION FROM SOUTH AMERICA

GERMANY'S LOST TRADE in South America on account of the war is gravitating so largely to America that it is becoming the talk of writers in the South-American press, who urge us to hold and increase our trade conquests. We have profited also to a minor extent by England's war preoccupation, but Britain's trade is still enormous there despite the war, and, according to statistics from the Buenos Aires *Prensa*, she still leads the United States in that field. A contributor to this important daily, who is distinctly a free-trader, seizes the occasion to plead with American merchants to abandon their old-time policy of commercial isolation and protectionism. By a pure stroke of fate the war enabled the United States to intervene against the almost complete monopoly of South-American markets by European commerce, he points out, and proceeds:

"News day after day from the great Republic of the North shows the strong desire existing there to swell the commercial currents with foreign lands, especially with South America, and the noble impulse in this direction may be measured by the number and frequency of this sort of news item.

"Not a day goes by but some important person recounts preparations in this direction, and makes prophecies which prove with what enthusiasm the wealth of Latin-American markets is looked upon in the North, as well as the possibilities for commercial development offered by those markets. These, it is quite evident, were not foreseen nor even suspected in the United States. This commercial opportunity has presented itself because of the fact that the nations which for a long time had fostered profitable relations with Latin America and had established themselves in its markets were forced to abandon them on account of the war."

Then follows an arraignment of the protectionist policy of the United States and of the great trusts, which are blamed for our former indifference to Latin-American markets. To quote:

"The history of interchange and production of that great country shows, through its careful and convincing statistics, that not one-tenth of what was produced by its soil and industries went to export, and, in some years, did not even reach one-half that fraction, since the bulk of it was destined to be consumed by the growing population of the country, and, especially, because tariff barriers excluded the currents of merchandise that should have entered in order to be exchanged for native products, in accordance with the well-known universal law of trade.

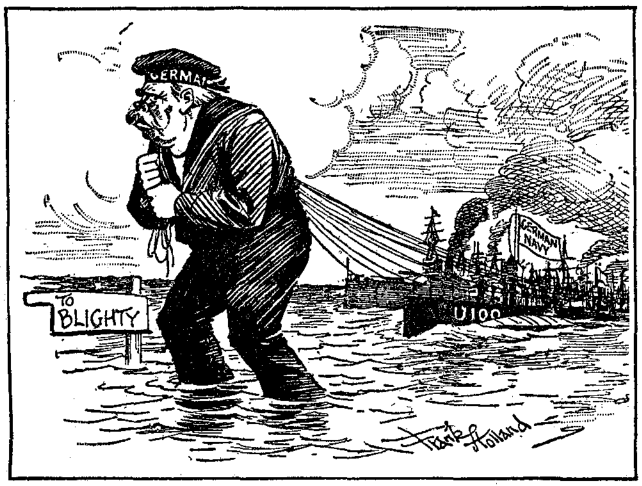
"This state of affairs, to which we have given the name of commercial isolation, loosened the commercial ties of the United States with the rest of the world to such an extent during the past century of its activity and astounding internal progress that nothing short of an extraordinary and unforeseen event like the colossal war now transforming the map of Europe was needed for Americans to recognize the true value of South-American sources of production and the powerful commercial centers which are now attracting the attention of those at the head of American affairs and of the American people themselves."

Now that the fighting is over and peace is in sight, the contributor to *La Prensa* goes on to say, the European nations that formerly led in the Latin-American market will make a strong bid to recover their commercial possessions. As an indication of what the war has meant to us in a business way on the southern continent, he presents figures on Argentine trade, on a gold basis with the United States, Germany, and England, before and during the war, which read as follows:

	1883	*1913*	*1917*
Trade with the United States..	$8,443,000	$84,727,000	$229,354,000
Trade with Germany.........	11,851,000	129,227,000	294,000
Trade with England..........	36,652,000	251,254,000	243,831,000

This remarkable change, the writer points out, shows that the United States has leapt almost to first place through the elimination of Germany as a commercial factor in Argentina during the war, while England has managed practically to maintain her previous position, since the figures adduced do not show $34,000,000 gold exported from Argentina to England. He concludes:

"Such, then, is the result of the protective system which has predominated in the United States, a system which the most eminent Americans have ceaselessly condemned in books tracing the history of that great nation which, in its isolation, has allowed vast riches to pass into other hands and which now will be forced to work hard to conquer that which it formerly scorned. The vast extent of its densely populated territory, the wealth of its soil, and the abundance of its products have satisfied the aspirations of those who have governed it, and of its people, leading them in many cases to despise colossal riches in foreign lands, which with their great spirit of initiative, inventiveness, and energy, they might have harvested, thus augmenting their admirable rate of progress.



FOR ENGLAND, HOME, AND BEATTY.

"Taking them over to Blighty!
Tiddley-hiddley-hi-ti!"

—*Reynolds's Newspaper* (London).

"That policy, now discredited, is what the present American Government is trying to reshape despite the difficulties arising in a land accustomed to the protective tariff, and, above all, despite the adverse influence or the great industrial magnates, veritable lords of the products, politics, and life of the people, who can direct the economic policy of their country because they occupy the most important posts, from which they wage the battle that defends their monopolies and their unparalleled fortunes.

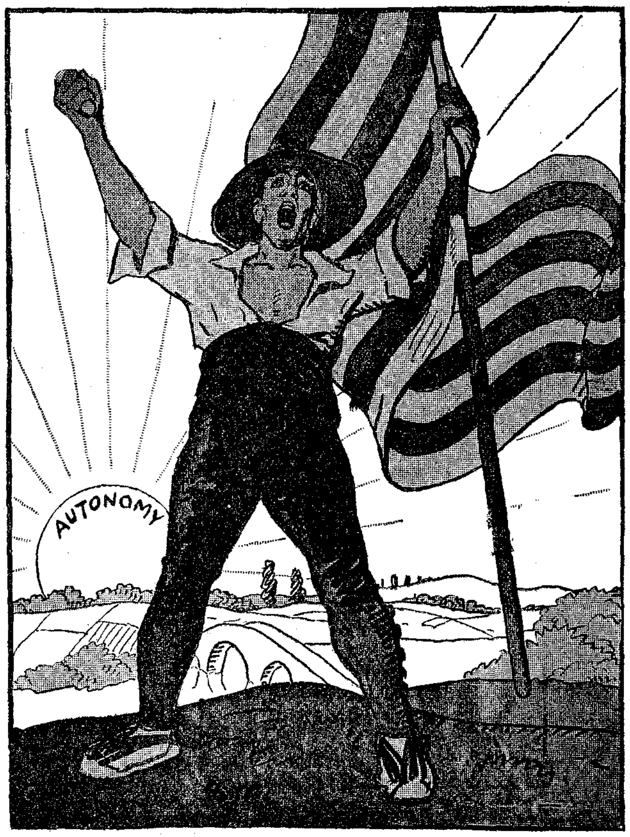
"We hope, nevertheless, that this outworn policy will be vanquished, and that there may arise greater and firmer commercial interchange between the United States and Argentina."

Another opinion on America's trade advance in Argentina is uttered by no less an authority than Mr. Jorge A. Mitre, editor of *La Nacion*, of Buenos Aires, who is quoted in the London *Times* as telling a group of distinguished Britons that the Americans are "advancing in open field and are massing to meet you in force when you return. They are not too well equipped, however. They have nothing but the goods they bring to sell us, and while they are sweeping up business they are taking it chiefly from the Germans." This remark was greeted with applause by Mr. Mitre's auditors, who were assembled at a luncheon given in his honor by the publisher of the London *Times*. He spoke further of the vast interests Great Britain had in Argentina, and rather spurred her on to expand them. She has an inferior position to other countries in some markets, according to Mr. Mitre, who says that in the case, for instance, of agricultural machinery the United States surpasses Britain, and "this is purely because the American exporter has made himself familiar with the requirements, and, if you like, with the fancies, of the farmers." In his courteous admonitions on the means to secure South-American patronage Mr. Mitre insisted that all commercial travelers going to that country should have a fluent speaking and writing knowledge of Spanish, and he added a word all may hear who are interested:

> "It is a strange fact that an Englishman will live for years in a foreign country and never take the trouble to learn the native speech. I knew a Briton in Argentina who actually complained that after he had been there seven years the people did not understand what he said."

HOME-RULE AGITATION IN SPAIN

A WAVE OF DESIRE for home rule or autonomy, complete or partial, is sweeping over Spain, resulting frequently in violent collisions between the partizans of "regionalism," as the Spaniards call this autonomy, and those who are unwilling to see the prerogatives of the royal government at Madrid curtailed in any way. The part of Alfonso's kingdom where the agitation for autonomy is strongest is Catalonia, which for many years has been struggling for special privileges, some Catalonians even trying to achieve the complete independence of their homeland from the Spanish crown. The name of President Wilson has been invoked frequently by the "regionalists," who see in him a potential champion of their ambitions. In Catalonia, according to *La Epoca*, of Madrid, there has been considerable agitation to have the Catalonian members of the French Foreign Legion present a petition to him asking for regional privileges for Catalonia. A manifesto has been circulated in Barcelona informing Mr. Wilson that the Catalonians who left Spain to fight by the side of the Allies did so with the hope that their efforts would benefit the cause of Catalonian nationalism. One paragraph reads:



THE RISING SUN OF CATALONIAN HOME RULE.

(The Spanish censor has evidently clipt a weapon from the Catalonian's right hand.) —*Esquella* (Barcelona, Catalonia).

> "To-day, when the hour of peace has just sounded, the Catalonian soldiers hope President Wilson, who has freed so many opprest peoples, will also raise his voice in behalf of Catalonia, asking the revision of the Treaty of Utrecht, and enabling Catalonia, free and independent, to occupy in the society of nations the place which is her due on account of her glorious past and present state of prosperity."

As an additional reason why the governments of the Allies should help the cause of Catalonian independence or autonomy, some Catalonian sympathizers accuse the Spanish Government, from which they are trying to break loose, of pro-German tendencies. A French paper published at Perpignan, close to the Catalonian border, alleges that Spain, at the outbreak of the European war, received from Germany the promise of Portugal, Gibraltar, and all of Morocco on condition that Alfonso's Government should remain neutral and make a commercial treaty after the war with Germany. King Alfonso has been quoted as saying that he favored the granting of a certain degree of autonomy to Catalonia. In addition to Catalonia, other parts of Spain where the agitation for "regionalism" has been rife are the Basque Provinces—whence a petition was also sent to President Wilson—Estremadura, Valencia, and even Castile itself, the heart of the Spanish kingdom.

The constant pressure by Catalonians and others on the Spanish Government resulted recently in the appointment of an extra-parliamentary commission, which has now submitted a plan for autonomy in those regions of Spain which so insistently demand it. The Government has formulated from this plan a tentative project for a law to be brought before the Cortes, or Spanish Parliament, for discussion.

The plan, which is summarized in *L'Europe Nouvelle* (Paris), was drawn for general application to discontented Spanish provinces, but much of it particularly concerns Catalonia, where disaffection with existing conditions is greatest. Its authors, foremost among whom are Señor Maura and Señor Alcalá Zamora, suggest the following among the special privileges of "regionalism," that should be granted:

> Government and administration by local functionaries in all questions appertaining to the region.
>
> Election of a regional deputation, including representatives of municipalities and associations.
>
> Administration by local authorities of public works, charities, and agriculture, it being stipulated that the central government shall not interfere in these matters with the local authorities.
>
> Collaboration between the local and central authorities to be admitted in police and health matters.
>
> The local dialect to be considered the official tongue in the region, provided that Spanish (Castilian) be taught on a par with it in schools.
>
> The Royal Government to name a governor who, without interfering in any way with local administration in so far as it is covered by the privileges of autonomy granted, shall see that it is kept within its proper limits, with due respect to law.
>
> The sovereignty of the Cortes and the King in determining and revising the limits of autonomy and settling questions of application of the same is to remain unimpaired.

The fourth and following articles of the plan refer specifically to Catalonia and are a practical application of the general principles set forth above.

It is stipulated that the four provinces of Barcelona, Gerona, Tarragona, and Lerida shall form the region of Catalonia, and that the authority of the regional government shall be final within the limits set, the central government having no appeal from the decision of the regional authorities in strictly regional matters.

The troubles preceding the promulgation of this plan for autonomous representation of Spanish provinces were acute and wide-spread.

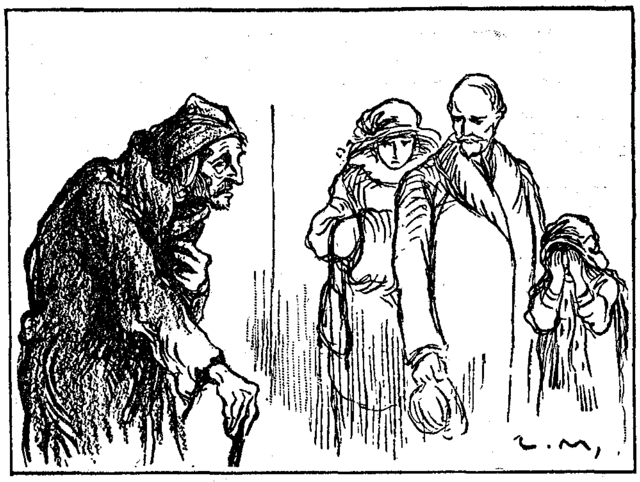
GERMANY'S GOOD-BY TO WAR-PRISONERS

CRAFTINESS AND STUPIDITY, so strangely mixed in all German propaganda, is once more evident in a farewell document issued to prisoners about to leave Germany. No cooing dove could voice itself more softly than the German authorities in their plea that the prisoners return to their homes with kind feelings toward their captors. So barbarous has been Germany's treatment of prisoners that some observers are justly enraged at this attempt to wheedle sympathy and gentle dealing for the vanquished foe at the Peace Conference. The document given to departing prisoners is republished by the London *Westminster Gazette*, which says that "as an example of effrontery to men who have learned by bitter experience the true nature of the German, it would be hard to parallel." It is called "A Parting Word," and begins as follows:

> "Gentlemen, the war is over! A little while and you will see your native land again, your homes, your loved ones, your friends. . . . When you are already united to your families, thousands of our countrymen will still be pining in far-off prison camps with hearts as hungry for home as yours.
>
> "You have suffered in confinement—as who would not? There were many discomforts, irritations, and misunderstandings. Your situation has been a difficult one. Our own has been desperate. Our country blockaded, our civil population and army suffering from want of proper and sufficient food and materials, the enormous demands made upon our harassed land from every side—these and many other afflictions made it impossible to do all that we should have liked to do. Under the circumstances we did our best to lessen the hardships of your lot, to insure your comfort, to provide you with pastime, employment, mental and bodily recreation. It is not likely that you will ever know how difficult our circumstances have been."

With "square-head" clumsiness the authorities go on to admit that "errors have been committed, and that there have been hardships for which the former system was to blame." There have been "wrongs and evils on both sides," it is touchingly confessed, and "we hope that you will always think of that—and be just." To proceed:

> "You entered the old Empire of Germany; you leave the new Republic—the newest, and, as we hope to make it, the freest land in the world.
>
> "Once the barriers of artificial hatred and misunderstanding have fallen, we hope that you will learn to know, in happier times, these grander features of the land whose unwilling guests you have been. A barbed-wire enclosure is not the proper point of view from which to survey or judge a great nation.
>
> "The war has blinded all nations. But if a true and just peace will result in opening the eyes of the peoples to the fact that their interests are common, this war will not have been fought in vain. If the peoples at last realize that it is not each other who are their enemies, but the ruthless forces of imperialism and capitalism, of militarism of all sorts, of jingo journalism that sows falsehood, hatred, and suspicion, then peace will not be established in vain. We hope that every one of you will go home carrying a message of good-will, of conciliation, of enlightenment."



THE RETURN OF THE PRISONER.

"I die not, neither do I live."

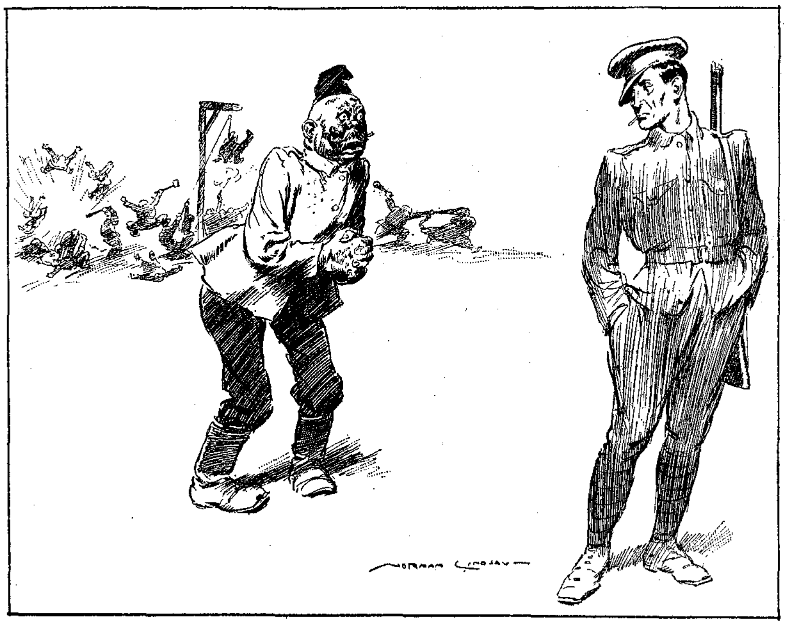
—*Le Rire* (Paris).

All that *The Westminster Gazette* offers in reply to this whining plea is the statement of a British soldier who was captured on the Aisne in September, 1914, and was repatriated early in the present year. This former prisoner is quoted as saying:

> "At the Belgian station to which we were first taken we had to run the gantlet of German brutes. They let the French go by, but when the English passed on to the platform they were slashed at with lumps of iron, sticks, and twisted ropes. I was struck twice on the head with a lump of iron, and for two hours the train had to be delayed while the doctor patched up our wounds. Many men's backs were almost broken by being beaten with the buckle-ends of belts. Finally, the doctor had to draw his revolver to keep the German soldiers away from us.
>
> "Later we were taken to the Russian front, where we had to bury the dead and work in the second and third line of trenches. Our food was terrible—only two meals a day. We all slept in a large marquee, and only one or two had a blanket. The temperature was thirty-three degrees below zero, and we lay on wire-netting, placed over the snow and ice. If it hadn't been for the skin coats our people sent out we shouldn't have lived a night through.
>
> "Our worst experience was at Lamsdorff Laager, in German Poland. There conditions were terrible. I saw 150 Roumanians drop dead through starvation in one day. Their legs were no thicker than my wrist. Every fortnight they used to whitewash us all over with a powder which took off the hair from our bodies. They said it would keep us free of lice."

For an official confirmation of the savage treatment of sick and wounded prisoners by the Germans we turn to the Belgian Bulletin (March 6), in which we read:

> "There were no medicines at all, for one thing; the camps were left in a state of indescribable filth; for some little time the Germans made no move to clean the barracks; and finally they did not even bother to bury the dead.
>
> "Such conditions required immediate attention, and as soon as the Belgian Minister of War heard of them he gave orders to equip and dispatch sanitary trains to Germany at once in order to transport sick and wounded prisoners into Belgium as soon as possible."



THE SQUEAL.

THE DEFEATED—"*Ach, mein Kamerad*, remember dot ve are now a vree und enlightened republic. Gif us cheap, easy terms. Dis armistice vill lead to chaos."

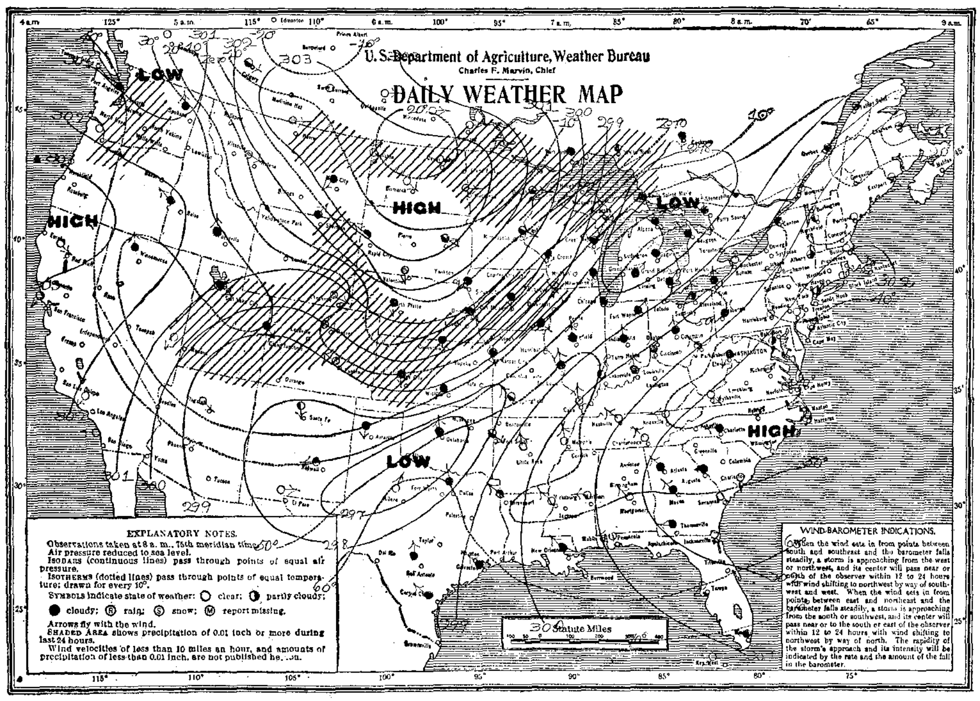
THE VICTOR—"You don't say so. Well, chaos is a d—— sight too good for you."

—*Bulletin* (Sydney, Australia).

SCIENCE - AND - INVENTION

WHY BUSINESS MEN SHOULD STUDY WEATHER MAPS

THAT BUSINESS may be helped or hindered by the weather few would deny. But that a business man may make money by taking intelligent notice of the weather, and especially by studying such forecasts as the present state of scientific knowledge enables us to make, would not be so freely acknowledged. That this may be done, and how it may be done, is told in a special bulletin of the Chamber of Commerce of the United States (Washington, February 14), by A. W. Douglas, vice-president of the Simmons Hardware Company of St. Louis, and chairman of the Chamber's Committee on Statistics and Standards. Mr. Douglas advises not only close attention to the daily forecasts and maps issued by the Weather Bureau, but shows also how, by using local statistics of precipitation, a chart may be built up which will furnish a basis for judging the character of the weather for some distance in advance. The present bulletin deals only with the question of rainfall, that of temperature being reserved for a subsequent one. We read:



EXPLANATORY NOTES.

Observations taken at 8 a. m., 75th meridian time.
Air pressure reduced to sea level.
ISOBARS (continuous lines) pass through points of equal air pressure.
ISOTHERMS (dotted lines) pass through points of equal temperature; drawn for every 10°.
SYMBOLS indicate state of weather: ○ clear; ◐ partly cloudy; ● cloudy; Ⓡ rain; Ⓢ snow; Ⓜ report missing.
Arrows fly with the wind.
SHADED AREA shows precipitation of 0.01 inch or more during last 24 hours.
Wind velocities of less than 10 miles an hour, and amounts of precipitation of less than 0.01 inch, are not published hereon.

WIND-BAROMETER INDICATIONS.

When the wind sets in from points between south and southeast and the barometer falls steadily, a storm is approaching from the west or northwest, and its center will pass near or north of the observer within 12 to 24 hours with wind shifting to northwest by way of southwest and west. When the wind sets in from points between east and northeast and the barometer falls steadily, a storm is approaching from the south or southwest, and its center will pass near or to the south or east of the observer within 12 to 24 hours with wind shifting to northwest by way of north. The rapidity of the storm's approach and its intensity will be indicated by the rate and the amount of the fall in the barometer.

THESE HIGH AND LOW PRESSURES MAY MEAN HIGH OR LOW PROFITS.

> "The direct effect of the weather upon business is seen in the use made by many lines of business of the daily forecasts made by the Weather Bureau.
>
> "Cold-wave warnings are utilized by fruit- and garden-truck growers to protect their orchards and gardens by smudges and similar devices. Shippers of perishable products in such emergencies defer shipments until the danger is past, while shipments in transit are saved by heating the cars.
>
> "In Louisiana sugar-cane is cut and 'windrowed' before the cold wave reaches the State, and thus saved from practically complete destruction.
>
> "Instances can be multiplied of similar cases in widely differing lines of business, but one is especially significant. In the raisin-grape growing districts of California accurate forecasts of coming rain are almost invaluable, since the raisin crop when drying is extremely susceptible to injury from rains. Warnings of expected rain enable the producers to protect the fruit by stacking and covering the trays. The accuracy of rain forecasts for this region and the system of distribution are so perfect that practically no loss has occurred for years.
>
> "The business student of the daily weather map easily utilizes the information it contains for his own particular line. A few instances will illustrate the simplicity of the methods.
>
> "A few years ago a merchant in the Middle West noticed one day early in December that the daily weather map showed an 'intense' low in the Northwest followed by an equally 'pronounced' high, accompanied by very low temperatures, and extending far southward along the eastern slopes of the Rocky Mountains. The season so far had been very mild, and there had been scarcely any sales for such holiday items as ice skates, sleds, and for such winter goods as snow-shovels. It was an easy deduction, confirmed by the local Weather Bureau observer, that a severe cold wave, accompanied by heavy snowfall, would overspread the entire country north of the line of the Ohio River. The concern immediately wired its branches and all its traveling salesmen to push the sale of the holiday and winter goods in question, telling the retail trade that a cold wave would be upon them in from two to three days, and that they had best stock up immediately, as they had been withholding purchasing owing to the mild weather. The result was a heavy sale of a stock of merchandise, much of which otherwise would have been carried over beyond the season.
>
> "About the first of August of a very hot summer the question arose in another concern as to whether it should make a large purchase of electric fans, of which the sale had been, and still continued, very heavy. It would take about a week to get the fans in stock, and their sale was assured if the weather continued hot. On the other hand, the fan season was nearly over, and any pronounced drop in temperature meant an entire cessation of the fan business. The weather forecast was 'fair and continued high temperature to-day and to-morrow.' But the map showed that a low of great extent had suddenly appeared in southern New Mexico, while a pronounced high covered the Atlantic coast, with an even more pronounced high coming from the Canadian border into northwestern Montana. It was as sure a forecast as could ever be made under such meteorological conditions that rain would be general within sixty to seventy-two hours in the country where the concern was located, followed by much cooler weather. The purchase of electric fans was, therefore, abandoned, and such stock as was on hand was sold at bargain prices, and when the change to cooler weather came the concern was bare of fans.
>
> "The more serious propositions, however, occur in connection with seasonable goods, the sales of which are largely influenced by weather conditions. Such goods have to be made up by the manufacturers and purchased by dealers, both wholesale and retail, many months in advance of their actual use by the consumers. The problem, therefore, is the probabilities of the weather when the consuming demands for the goods set in.
>
> "Lawn-mowers are a typical case. Contracts are placed with the manufacturer by the jobber in August of one year for mowers which will finally reach the consumer from April to July of the next year. Experience shows that sales of lawn-mowers in dry seasons will often be fifty per cent. less than in wet seasons."

It is obvious, Mr. Douglas says, that some intelligent attempt to forecast the weather eight to ten months in advance is likely to produce better results than a mere guess. How to arrive at some conclusion is shown by a study of the accompanying chart, which gives monthly and annual precipitation at St. Louis for a period of fifty years. The chart brings out the following facts:

"The extremes of rainfall show a tendency to recur within the thirty-five-year period. There are more years above or near the average rainfall of forty inches than below it. The wet years have a tendency to flock together, as have the dry ones, but there are rarely more than two dry years associated together. The probabilities, therefore, are that three average wet years are likely to be succeeded by two drier ones, and the drier ones in turn by three or more wetter ones. It will also be found that the months of April, May, and June, the months in which lawn-mowers are principally sold to consumers, correspond in the proportion of their precipitation to that of the average of the entire year. In other words, their precipitation is less than their individual average in drier years and equal or greater in wet years. Now, obviously those statements are not exact, and are subject to exceptions, as the chart shows. But, as the chart also shows, they are approximately enough correct to form an intelligent working basis, as is done in actual practise.

"Lawn-mowers are only a type of a very large class of seasonable goods some of which sell best in dry weather and some in wet weather. Rubber hose, especially for garden and lawn purposes, is typical of dry-weather goods which are sold to the consumer principally from May to September in the vicinity of St. Louis.

"The correspondence of the proportion of rainfall of each month—May, June, July, August—to their year is fairly constant and again sufficient as a working basis. The method, therefore, in the purchase of such seasonable goods is to follow the conclusions as to whether the coming season will be wetter or drier than the one just past, according to the general law of probabilities shown by the chart.

"After another fashion there may be drawn certain inferences from the amount of precipitation in the spring months as to the likelihood of the amounts in the coming summer months. It will be noted that the very dry years—1860, 1871, 1879, 1894, and 1901, for example—gave warning early in the year, by deficiency in precipitation, as to what was to follow. A student of the situation in 1871 and 1901 must have realized by the middle of May of each year that a severe drought was imminent and would have ordered his business doings accordingly. . . . . .

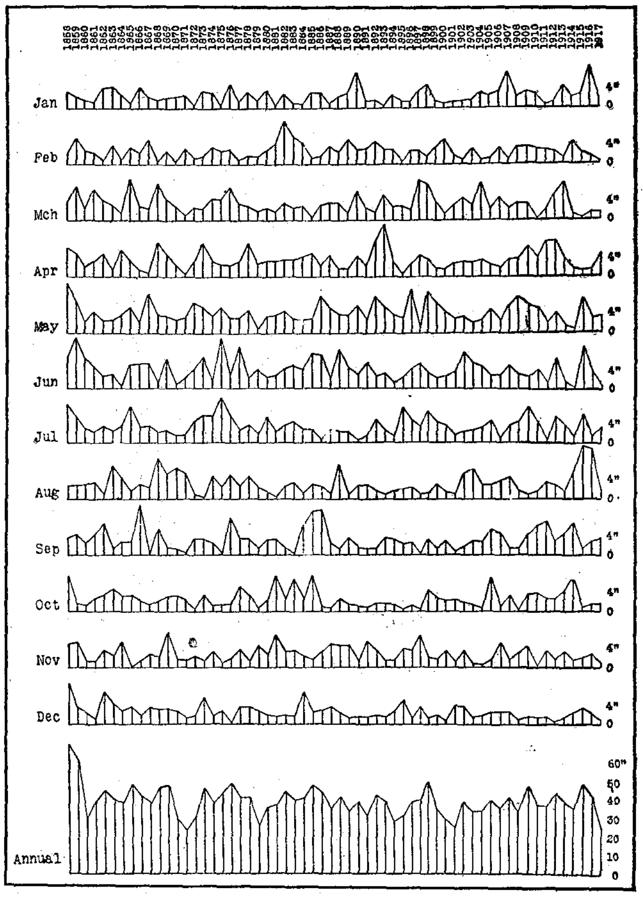
"The conclusion would be also that the corn crop would be hurt by the drought, and this would result in a probable diminution in the sale of corn-huskers, husking gloves, corn-mills, and all the various articles used in the harvesting of corn. There was also the likelihood of large sales in corn-knives, which would be used to cut corn as soon as it became evident that it would be injured by the drought. This use of corn-knives under such conditions is further stimulated by the fact that the drought would probably do much damage to the hay crop, and corn would be cut early and in large quantities to be used for fodder as a substitute for hay.

"Droughts in the latitude of St. Louis are almost invariably accompanied by continued high temperatures. This is usually due to the absence of the southwestern rain-producing lows and the persistence of the southeastern highs with their hot, dry, parching winds. Under such conditions there will be large sales of goods affected by the weather, such as ice-cream freezers, refrigerators, electric fans, and a host of others. . . . . .

"It will be noted that the months follow the years very closely in their general trend. They have the same tendency to associate in 'bunches' of wet months and dry months, and there are more months with average, or approximately average, precipitation than with appreciably less than the average. This offers a fairly good working basis for the sale of goods which may center largely in one or two months. This is succinctly shown in the sales of grain-scythes in June in the latitude of St. Louis as to whether the month be wet or dry. . . . . .

"It not infrequently happens that the comparison of one season with another can be utilized in a very definite manner for business purposes. In 1913, as the chart shows, the season was fairly wet until May. Thence till September it was very dry, and consequently very hot. During this droughty period there were very large sales of dry-weather goods. Ice-cream freezers, for instance, sold freely until September, tho usually the season for them is over by August. In 1914, when a very dry March ushered in a very dry April, a dealer in these goods drew the correct conclusion that the dry season having commenced thus early would be over that much earlier than the preceding season, and would be followed early by general precipitation, as actually proved to be the case. So the house predicated all its buying and selling of dry-weather goods on this basis and was not disappointed in the result. It calculated, for instance, the sale of ice-cream freezers would be over by the first of August, and arranged its merchandising accordingly.

"It will be observed in the chart that there is a constantly ascending and descending curve of precipitation, both in the years and the months. So that there is a certainty that the next year or the next month will be wetter or drier than the present one, and that the approximate nature of such precipitation can usually be forecast, according as to whether the present curve is ascending or descending.



THE FALL OF RAIN MAY CAUSE A RISE OF TRADE.

Monthly and annual rainfall at St. Louis. A careful study of such a chart will throw light on probable sales of goods affected by wet or dry weather.

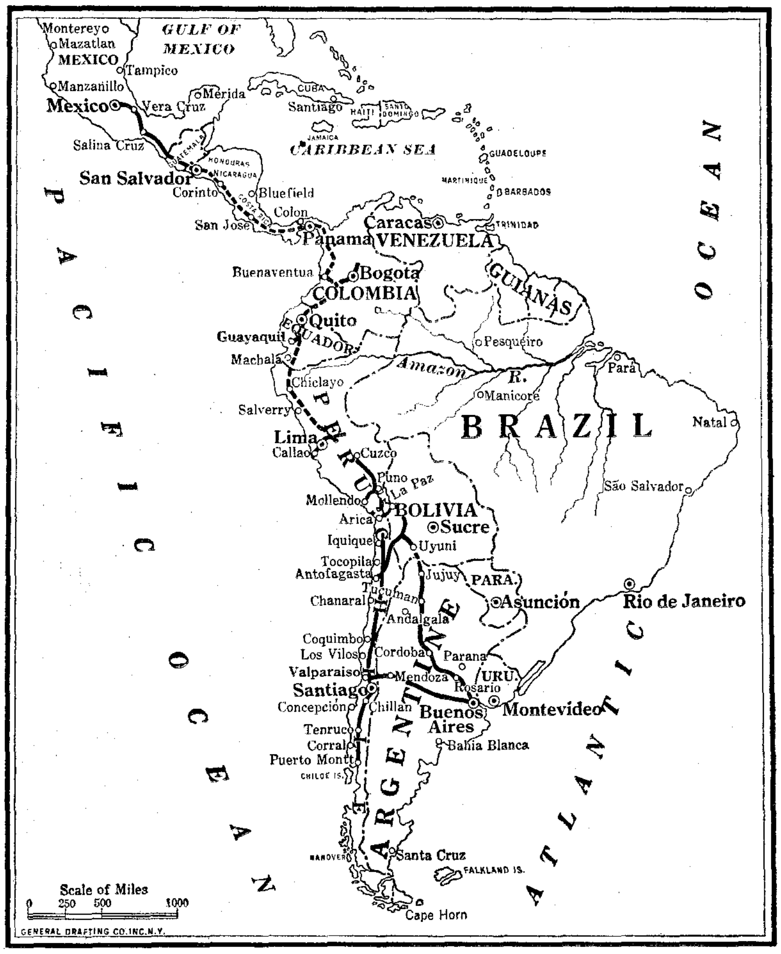
"With all the various facts and approximate tendencies of precipitation through a long series of years before us, it then becomes the question of intelligent application, by each line of business, of the facts thus known to the various articles which directly or indirectly depend largely upon the weather variations for the volume of their sales."

A NEW FARM PROFESSION—War-conditions and abnormal wages have so demoralized farm help that it is difficult to get assistance to carry on operations. In this state of chaos the Federal Board for Vocational Education has hit upon what seems to be a brand-new profession—that of "farm mechanic"—and it is figured that any farm of more than one hundred cultivated acres can very well afford to have a man of this sort. Says *Power Plant Engineering* (Chicago, March 1):

"The men being qualified for this work are disabled soldiers who before injury were farm-boys. With this background of agricultural knowledge these men are being taught to operate modern tractors which do the work of many teams and men. They are being taught operation, care, and up-keep of motor-trucks and other gas-engines. They are being given a general course in looking after all machinery used on modern farms, and indications are that the supply of these specially trained men will not begin to equal the demand. Farm-hands who, before the war, could not hope to make more than $25 or $30 a month as laborers can, by becoming proficient as farm mechanics, qualify for positions paying from $100 to $125 a month, with steady employment the year around. It is an exceedingly interesting development of our national rural life brought about by forces of necessity, and is but another illustration of the fact that the emergency is usually met in one form or another. Farm-boys who have been discharged and are disabled as a result of their services, either by sickness, accident, or disease, would do well to write to the Federal Board for Vocational Education, Washington, D. C., and obtain the particulars of this training, which the Government provides free for its disabled men."

TO ARGENTINA BY RAIL

WITHIN THE MEMORY of living men a railroad across the United States to the Pacific coast seemed a foolhardy undertaking. To-day a line of rails north and south through the two Americas seems a stupendous scheme; yet it is actually nearer accomplishment than the "Pacific Railway" was at the close of the Civil War. A description of the present status of the project, contributed by Robert G. Skerrett to the New York *Sun*, contains some surprizes for the ordinary reader. It is to be understood, of course, that the Pan-American railway scheme is not a plan to build a long single line, but simply to construct enough connecting links to furnish continuous rail travel from New York, say, to Buenos Aires, about 10,000 miles. Unless signs fail, Mr. Skerrett thinks, we shall be making this very trip before long. Railroad-builders, he says, have been busy in South America during the last few years, and month by month they have been expanding the steel grid which is unifying the rapid transit of our neighbor continent. He goes on:


GULF OF MEXICO
Montereyo
Mazatlan
MEXICO
Tampico
Manzanillo
Mexico
Vera Cruz
Mérida
CUBA
Santiago
HAITI
SANTO DOMINGO
JAMAICA
CARIBBEAN SEA
GUADELOUPE
MARTINIQUE
BARBADOS
TRINIDAD
Salina Cruz
San Salvador
HONDURAS
NICARAGUA
Corinto
Bluefield
Colon
San José
Panama
Caracas
VENEZUELA
GUIANAS
Buenaventura
Bogota
COLOMBIA
Quito
Guayaquil
ECUADOR
Machala
Pesquéiro
Amazon R.
Pará
Chiclayo
Manicoré
Salverry
PERU
BRAZIL
Natal
Lima
Callao
Cuzco
Puno
La Paz
Mollendo
Arica
BOLIVIA
Sucre
São Salvador
Iquique
Uyuni
Tocopilla
Antofagasta
Jujuy
PARA.
Tucuman
Chanaral
Asunción
Rio de Janeiro
Andalgala
Coquimbo
Los Vilos
Cordoba
Parana
Valparaiso
Mendoza
URU.
Rosario
Santiago
Concepción
Chillan
Buenos Aires
Montevideo
Tenruco
Corral
Bahia Blanca
Puerto Montt
CHILOE IS.
ARGENTINA
HANOVER IS.
Santa Cruz
FALKLAND IS.
Cape Horn
PACIFIC OCEAN
ATLANTIC OCEAN
Scale of Miles
0 250 500 1000
GENERAL DRAFTING CO. INC. N.Y.

After a map in the New York "Sun."

BRIDGE THE GAPS AND THE FEAT IS DONE.

The United States has rail connections to the City of Mexico. The solid black line shows completed portions of Pan-American railroad. The dotted lines denote gaps.

"Kindred activities have been under way or are about to begin through parts of Central America, and Mexico is doing her share to amplify railroad facilities between the United States and the southern hemisphere. The problem is not so much to run new long stretches of rails as it is to create comparatively short sections which shall connect in one enormous system the railroads of all three Americas. At present, by the best steamers, it takes twenty-five days to make the run from New York to Buenos Aires. By rail it is promised that the distance can be covered in fifteen. . . . . . .

"Broadly, the line to be followed by the Pan-American railway will be any of the existing United States railroad routes down to the Mexican border; these routes, as is well known, reach from the Canadian boundary and cover our country from east to west. From Mexico the Pan-American system will run into Central America, cross the Isthmus of Panama, spanning the canal, and then enter South America at the Colombian frontier. The scheme is to traverse the highlands of Colombia, Ecuador, Peru, and Bolivia, descending in Bolivia to the Argentine border, and continuing from there on to Buenos Aires and the eastern coast of South America.

"At the present time there is considerable construction yet to be done through the mountains of Ecuador and Colombia, and there remain a number of connecting links to be built in Central America. Even so, work on any of these can be pushed much faster than was possible a few years back, simply because we have newer and more efficient technical means at our disposal, and our constructors are wiser and more capable, owing to their recent emergency experience. . . . . . .

"A few weeks ago it was reported that construction work would be started very shortly on a railway connecting Mérida, capital of Yucatan, with Mexico City. The road is to run through the southern part of Yucatan, traverse the states of Campeche and Tabasco, and then effect junction with the Pan-American route at Santa Lucrecia in the state of Vera Cruz. From Santa Lucrecia an existing line runs south to the Pacific coast of Mexico, and thence down into Guatemala, where it joins a line controlled by American fruit interests.

"The latter runs generally parallel with the Guatemalan coast, but stops some little distance from the Guatemala-Salvador boundary. There are two short lines in Salvador, but they are not joined; therefore the country can not yet be spanned east to west by rail. From San Miguel, Salvador, to Corinto, Nicaragua, there is another gap, but from Corinto to Lake Nicaragua there is a railway. From that point on to the Panama Canal practically nothing has yet been built that could be considered a part of the proposed Pan-American system.

"Surveys have been made, however, to cover this section, and plans are already drawn up for the extension south from the Canal into Colombia, and thence along the western side of South America down to the northern limits of the growing systems of steam transportation in Ecuador and Peru. To-day Ecuador is not traversed north and south for more than half its breadth by rail, and railway-building has not as yet made notable progress there except in the Guayaquil-Quito road, which was finished in 1908, the construction, materials, and operation being American. This line has a total length of 285 miles, and in reaching Quito climbs to a height of 11,841 feet.

"Railroading in Peru may be counted on to thrill the most phlegmatic. The physical character of the country, with its high mountain system parallel to the coast along its entire length, has made railway-construction both costly and extremely difficult in many instances. Most of the lines are short, running from the coast to the Andes or for moderate distances north and south, but in two notable cases the mountains have been climbed and connections made with the interior plateau lying between the east and west ranges of the Andes. These exceptions are the Peruvian Central Railway and the Southern Railway of Peru, and Americans may rightly be proud of such engineering accomplishments. . . . . . .

"At present Peru is engaged in the extension of the Central Railway beyond Cuzco in the direction of Ayacucho. With the completion of this branch and joining the line up with Huancayo, an important link in the ultimate Pan-American railway will be ready. And now, with the actual and potential sections of the intercontinental route described from Panama down to La Paz, let us trace existing rail connections on through Bolivia to the northern frontier of Argentina, and thence down to Buenos Aires. To-day there is a direct run from La Paz to Tupiza, and from there south to La Quiaca, just over the Argentine boundary. At that point one of the Argentine railways runs south and east right on to Buenos Aires."

With the completion of proposed lines, Mr. Skerrett goes on to tell us, there will be provided also a through transcontinental route from the Pacific coast either at Mollendo, Peru, or Antofagasta, Chile, to Rio de Janeiro. The rail distance will be approximately 1,900 miles. To-day Rio can reach the Pacific coast by rail only by running south and connecting with certain of the Argentine lines. He warns us, in conclusion, not to expect through Pullmans on our New York-Buenos Aires trip—at least just at first. We read:

"Unlike general conditions among our railroads, which have a standard gage, the lines in South America vary materially in this respect.

"Even in Argentina, probably the most progressive of the South-American republics, there are three gages—broad, medium, and narrow. This means that at every point where lines of dissimilar gages are joined in the Pan-American route travelers will have to change cars and freight must be discharged and reloaded. Not only that, but it is not practicable for the narrow-gage engines to make the speeds that are possible on broad-gage roads. In fact, the Government regulations specify that the speed of passenger service on the broad- and medium-gage lines shall not exceed 43.4 miles an hour, and on the narrow-gage roads the maximum velocity is thirty-one miles an hour.

"The Central Argentine Railway runs a train of all-Pullman cars daily between Buenos Aires and Rosario, 180 miles away, in four hours and fifty-five minutes. . . . . . .

"Surely the Pan-American railway is no longer to be looked upon as a dream, one to be given substance only in the distant future. It is a project that very much concerns the present, and it lies with us to make it a reality within the next few years. The longer we delay the harder it will be for us to share in the undertaking. French, English, German, and Belgian capital have extensively dominated heretofore in South-American railroad holdings. We have our chance now to alter the balance in our favor."

THE SPEED OF THE BRAIN

WE MAY THINK the response of the brain to stimulation is instantaneous, but it is not. If you ask a man to yell when you pinch him, the pinch and the yell will not be simultaneous, but will be separated by a brief interval, during which the sensation of the pinch will be traveling up to the man's brain through his nerves and the "will" to yell moving down through his motor nerves to the muscles of his throat and vocal chords. This "reaction time" is important, because if it is too long it shows that the nervous apparatus is out of order. Dr. Amar, of Paris, has devised a machine to measure it to the hundredth part of a second. Incidentally, the data that it furnishes enable him to tell whether the subject is or is not fitted for the profession or occupation in which he is engaged or for which he is preparing. Writes Ernest Welleck in *The Popular Science Monthly* (New York, March):

"The apparatus that Dr. Amar uses is a psychograph of his own invention, a device for registering the promptness, intensity, duration, etc., of muscular responses to impressions received by eye, ear, or sense of touch of the person tested. The apparatus has a cylinder covered with paper coated with lampblack.

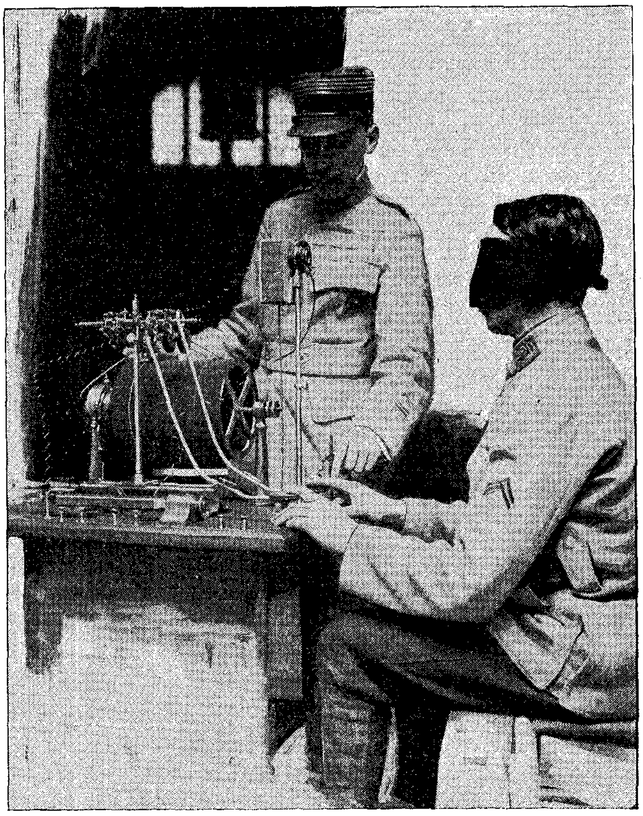
"This cylinder is revolved by clockwork at the rate of one revolution a second. A vibrating needle, which makes one hundred double vibrations a second, marks a wavy line that serves as time measure for minute fractions of a second upon the blackened paper. The muscular reactions of the subject tested are transmitted by air-pressure to two needles, which mark a record of these reactions on the cylinder.

"Dr. Amar will seat you in front of a table equipped with the testing apparatus. Directly before you are two little pneumatic drums. When you have received your instructions, you place a finger upon the membrane of one of the little drums, your eyes focused on something that resembles a small camera.

"A few minutes later a touch of the doctor's finger upon the shutter-releases allows a flash of the electric light in the box behind the lens to reach your eye. At the same moment—so it seems to you—you press your finger upon the drumhead. The air-pressure in the drum simultaneously causes a needle to mark a line, more or less curved, on the lampblack-covered paper.

"Then the paper is taken off the cylinder. Here is the mark of the doctor's signal and there is the record of your reaction. The doctor counts the number of waves of the vibrating needle on the paper, and informs you that 20/100 of a second elasped between the signal and your response. And you imagined your pressure to have been simultaneous with the signal!

"You are assured that your brain functions normally—that the time for simple visual reactions in normal subjects averages between 0.195 and 0.21 second.



Courtesy of "Popular Science Monthly."

TESTING HIS BRAIN-SPEED BY REACTION TO TOUCH.

"In the tests for reactions involving deliberation, the same device is used. You place one finger of the left hand on one of the little drums, one finger of the right hand on the other drum. You are informed that the left drum means blue, the right drum red.

"The doctor flashes a red or a blue light through the lens of the cameralike device, and you signal back the impression by pressing the right or the left drumhead. On examining the record on the cylinder, you find that it took you more than twice as long to react in this visual test as in the simple visual test in which you were not called upon to decide whether the light was red or blue.

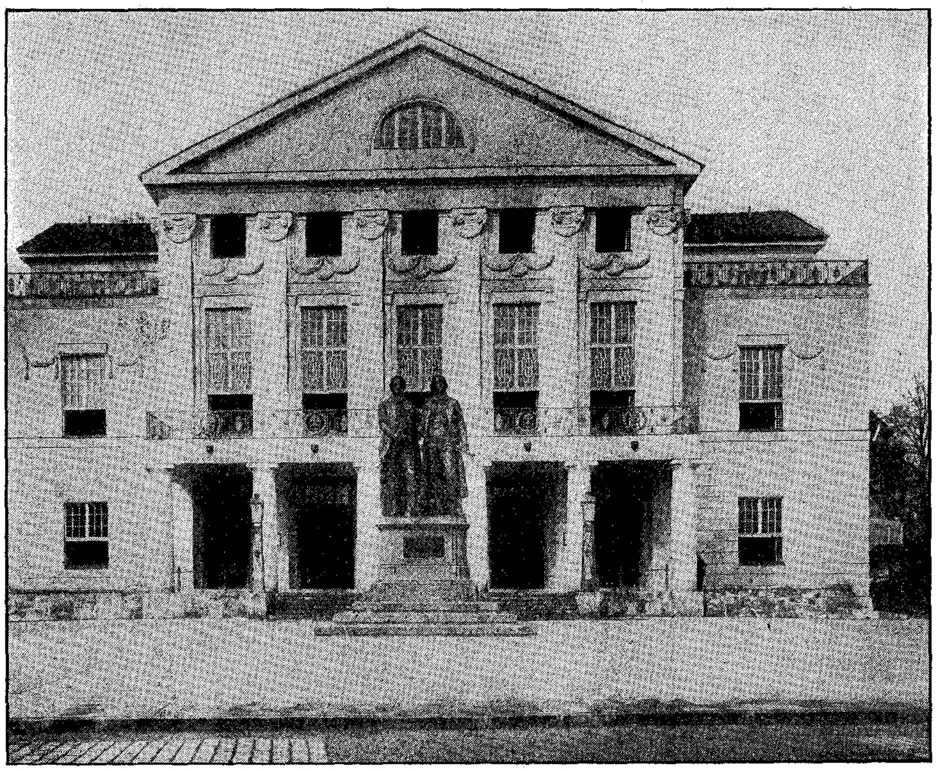
"From hundreds of observations like these Professor Amar has drawn interesting and valuable conclusions which enabled him to determine the aptitude of the individual tested for certain vocations, a problem of importance in finding employment for the thousands of soldiers returning from the war.

"The statistical material so far collected shows that the age of the subject, between the limits of eighteen and forty-five years, does not materially affect the time of simple reactions. Subjects whose occupation demands alertness—for instance, designers, typists, and mechanics—react more promptly than farmers, who are invariably slower by 0.02 second or more. The records of persons who have sustained injuries of the brain, or who have been operated on because of such injuries, show much higher figures: 0.32 second for visual signals, 0.24 for sound signals, and 0.21 second for touch signals represent the average for that class of invalids."

DEPARTMENT OF SCIENCE AND INVENTION CONTINUED ON PAGE 114

LETTERS - AND - ART

THE PUZZLE AND THE GLAMOUR OF WEIMAR



Photographs from Underwood & Underwood, New York.

GOETHE AND SCHILLER IN BRONZE BEFORE THE THEATER AT WEIMAR.

In this home of Germany's highest literary traditions was born the new Republic.

IT PUZZLES MANY—most of all good Berliners, who, in another sense, may also be bad Berliners—why Weimar was chosen as the place to inaugurate the democratic government for Germany. Was it a subtle concession to the conquerors who all along loved to lament the disappearance of the Germany of Goethe and Schiller, and a desire to show that that Germany had come again upon earth? A writer in the London *Spectator* who claims to have known "another and a very different Germany" would like to believe that "the worst has spent itself, that all good Germans (and there must still be some), gazing toward Weimar, may feel a yearning for the fulfilment of Goethe's last recorded words, 'Light, more Light,' taking heart also in the remembrance of Nietzsche's utterance—so prophetic in these times—that it has needed chaos in order to give birth to a star." The Germany that speaks in the *Berliner Tageblatt*, however, hardly uses such a tone. Its wonder at the choice is mixed with a sardonic reference to Weimar's past glories. "Why Weimar was chosen," it says, "the gods alone know, who, indeed, from classical times till the present have had their residence there." Venturing a suggestion:

> "Evidently the choice was made because Weimar was a culture center. And it was expected that upon the National Assembly, in accordance with the beautiful lines of Gustav Freytag,
>
> The sun of intellect will send its ray
> So rich as lends it immortality.
>
> Of course, we all feel love for Weimar and with it that respect for all which is bound up with the place. But we see no connection whatever between Weimar and the National Assembly. It would certainly be very pretty if a speaker introduced his orations with the expression, 'Here in this place, where the spirits of Schiller and Goethe live' . . . Certainly quotations from the poets are suggested here for the delegates, almost obtruding themselves in the volumes of the classics. Still, beautiful tho the city be and brilliant its history, the German National Assembly is not an assembly of historians or of *littérateurs*. On the contrary, it is an assembly which itself is making history. The German National Assembly needs space for its work. It needs also all the influences that come from a broad and comprehensive scheme of publicity which can be found best in the capital, and certainly only to a small degree in Weimar."

The only real reason that the *Tageblatt* can see is "the fact that people wished a change, and especially that Berlin had fallen into disrepute." In which case the Berlin writer thinks "it was their duty, and in accordance with their honor, to protect both the reputation and the political significance of the chief city of the Empire." Perhaps Germans, in choosing Weimar, overlooked the fact brought to mind by "A. B.," the writer in *The Spectator* mentioned above, that this city was the place where Nietzsche—believed by many to be the evil genius of modern Germany—retired in the "gradually darkening" days toward the end of his life, "there finding rest and release (he passed away to the accompaniment of a thunderstorm such as the 'oldest inhabitants' had never experienced the like of)." But Weimar is also filled with happy associations besides the famed ones of Goethe and Schiller. "A. B." tells of some within his lifetime:

> "In the days when the present writer first lived there as a small child, Weimar had not yet quite outgrown her 'first' Liszt period, while there were middle-aged people in plenty who had their first-hand recollections of the times of Weimar's greatness, when Goethe had been the brightest and most particular star in the literary galaxy brought together by Grand Duke Karl August. The Goethe-Haus is now, as all visitors to Weimar will know, a museum, but in my time, tho the main portion was let, some rooms were still reserved by the poet's grandsons, two quiet and unobtrusive old gentlemen, on whom the weight of their grandsire's name seemed to rest oppressively. I can remember Walter best; he had a charming musical talent and wrote numerous songs. His brother was mostly in Vienna, holding the post of equerry to the Emperor Francis Joseph.
>
> "The termination of the first Liszt period had come about in consequence of the bad reception accorded to Cornelius's 'Barber of Bagdad,' an opera which Liszt, then holding the post of Conductor of the Grand Ducal Orchestra, had been instrumental in getting staged. Liszt consequently regarded the opposition as an affront to himself. Nevertheless, most of the talent he had known how to draw together remained, acting for many a year as a 'school' indeed, or nucleus to which fresh talent was constantly being drawn. The Weimar Opera had seen the first performance of Wagner's 'Fliegender Holländer,' with Rosa von Milde as *Senta*, this singer, a prima-donna of Weimar birth

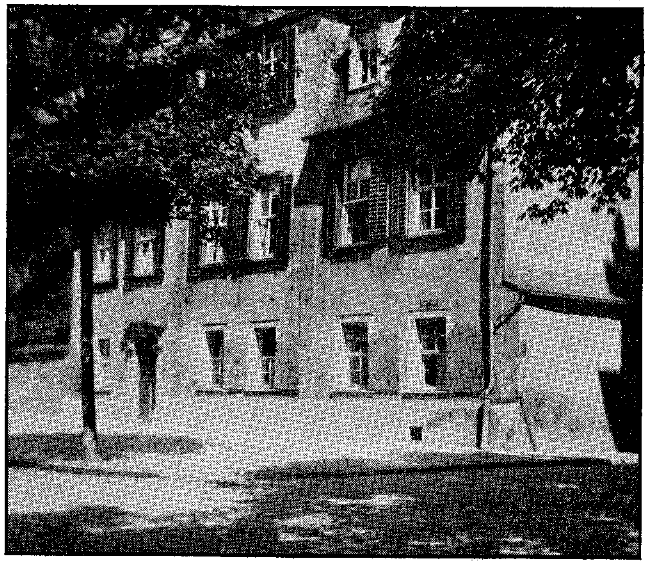
and of almost entirely local training, having been Wagner's own choice. The Milde was, I believe, also the first interpreter of *Elsa* in 'Lohengrin'; at all events her conception of the rôle became the accepted one, and there must to this day still be singers who owe their rendering to the coaching they may have enjoyed in the days when both this great artist and her equally famous husband, Feodor von Milde, were known as two of the greatest teachers of singing in Germany."

Liszt came back to Weimar after the Franco-German War, wearing a priest's garb and became known as the Abbé.

"Liszt's absence from German soil during the 'seventy' war was due to his pronounced French sympathies, but he returned shortly after peace had been restored, and when a great musical festival was held for which music-lovers from all parts assembled at Weimar. One there was I can remember who, tho his heart bled for France and his beloved Alsace, yet accounted the Republic of Art a common meeting-ground for all. This was Eduard Schuré, the veteran writer and member of the French Academy. It is pleasant to think of his having lived to see his country avenged. And, talking of wars, even Weimar has in its day tasted something of modern warfare. In the Schützengasse may still be seen a house plugged by a cannon-ball—a souvenir of one or other of the armies that took part in the 'Jena affair'—while, later on, something that might be likened to the 'Shadow on the Wall' was afforded in the summer of 'sixty-four,' when a detachment of the Prussian Army passed through Weimar and 'goose-stept' to the amusement and amazement of the beholders on that picturesque, cobble-stoned old market-place known to many a reader of 'Vanity Fair,' where Weimar masquerades under the name of *Pumpernickel*. There, beneath the shadow of the house of Johann Sebastian Bach . . . that market-place across which Thackeray sent *Dobbin* speeding from his rooms in the 'Elefant' to call on *Emily*, when that lady resided as a widow in lodgings hard by—there did those Prussians do their now well-known 'prance' before marching on into their own territory."

The New York *Times* also joins in the reminiscent mood, thus ruminating:

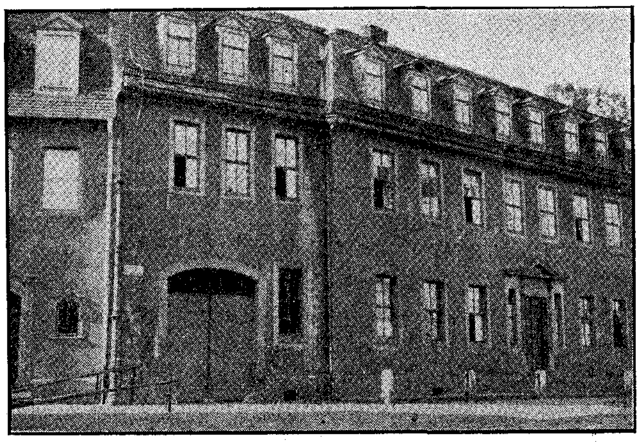
"Tranquil old sprawling town of memories and monuments, of pictures and libraries and pleasure gardens! As one reads of the multiplicity of colored cards required there to-day for lodging and feeding and what not, one remembers with regret many a *Hof* and *Keller* of that quiet inheritor of old traditions, that earlier Germany, seeing which the pilgrim forgot the deadly opposite Germany whose horrible war-memorials were not spared even to Weimar. '*Licht, Liebe, Leben*'—how absurd and unreal Herder's motto sounds. The 'Golden Eagle,' the 'Elefant,' the queer old homely inns, were they ever there, were they but somnambulists, the thousands who imagine that in Weimar they saw a corner of the antique world?"



THE WEIMAR HOME OF SCHILLER.

THE TIDE IN THE WAR-POET'S INSPIRATION

THE RISE AND FALL OF THE WAVES of poetic impulse induced by the war is noted by Mr. E. B. Osborn, the anthologist, who has confined himself to the poets who have personally engaged in the struggle. Many of these, if not most of them, he has shown us were moved to express themselves in verse for the first time after their war-baptism. From the third year of the war to the end, Mr. Osborn tells us in *The Illustrated London News*, "there was a significant falling off in the quantity and quality of the war-verse by soldier-poets." He accounts for it as "a symptom of the fed-up feeling which began to be general in our fighting forces, tho it made them none the less—perhaps all the more—determined to see their job through." We get an interesting insight into that hollow of the wave which came just as our own forces were coming into the action.



WHERE GOETHE LIVED IN WEIMAR,
Now turned into a museum.

"The heroic mood was no longer in favor; and those who indulged in it, still seeing certain colors of high romance in the multitudinous sacrifice, were taken to task by realistic rimesters and accused—most unjustly, in point of fact—of camouflaging their emotions. Thus a recently published diarist has scoffed at the remarkable sonnet by H. Rex Feston (an Oxford undergraduate who fell in action), which begins:

I know that God will never let me die.
  He is too passionate and intense for that.
See how he swings his great suns through the sky,
  See how he hammers the proud-faced mountains flat;
He takes a handful of a million years
  And flings them at the planets; or he throws
His red stars at the moon; then with hot tears
  He stoops to kiss one little earth-born rose.

"Yet this same scoffer also fell in action, and it is only because he girded at his comrades that I find myself regretting that he did not remain unpublished. It is well, surely, that the real Bellona, all bones and blackness behind, should be shown for what she is to the next bellicose era, which will come in forty or fifty years (history teaches it is so), when the horrors of the German War have faded out of personal remembrance.

"Yet this fed-up feeling—a *migraine* of the army soul, which is one and indivisible—was passing away before the sudden, unexpected end, and once more the war-anthologist is receiving verse inspired by the former sense of sacrificial splendor. As time goes on, I am sure, war's passions in retrospect—above all, its selfless comradeship—will be made the stuff of poems equal in power to Julian Grenfell's and Noel Hodgson's. It is not for nothing that man has been a fighting creature these five million years, thereby thrusting himself up to the status of *homo sapiens* from the condition of a stranded mudfish. I even dare to hope for the great fighting sea-poet who has been so strangely lacking to English literature for so long. Meanwhile I have seen the unprinted poems of an air-fighter who will surely seize and keep the blue laurel, because of the fleeting joy he finds in his road through the skies—

> The road is as my soul, she is a fear,
> A living splendor, and a wanderer's prize,

and in a few short lines paints an unforgetable picture of night-flying between land and sea—

> Aloft on footless levels of the night
> A pilot stands on thunder with the stars,
> Sees in the utter deep the fainting light
> Of far-off cities, cast in coal-black bars
> Of shore and soundless sea

and gives Death the lie, since he can say,

> Nor am I stuff that worms administer.

Let the fighting men revile war, if they choose; they have the right. But not so the civilians, who must revere the dread dispensation which has saved them from worse than slavery."

ITALY'S SOLDIER POETS

ENGLISH READERS think they know something of Italy when, in addition to the many books about Italy printed in English, they can add a few in Italian. But an Italian writer reminds us that there is a wholly unexplored "modern Italy," lying hid in books that are not exported. "There are in Italy six or eight little books," says Emilio Cecchi in the Manchester *Guardian*, "only a few years old, from which one could derive a knowledge of an Italy which is certainly not that of the official and exported authors or of the official politicians, precisely because it is the true, healthy, active, and silent Italy—the Italy with a future." England has had her Brooke and Grenfell; France, Duhamel, Apollinaire, and Giraudoux, "not to mention Barbusse, who is even too famous." But Italy, says this patriot with pardonable jealous pride, "has had Soffici, Serra, Baldini, and, as England and France, a whole host of anonymous soldier-poets." He protests:

"The spirit which Italy brought into the war can not be represented by two or three speeches by politicians, by an occasional oration of d'Annunzio (who as a war-poet has remained far below the level he achieved as a fighter), by the rhetoric of Sem Benelli; it can not be represented, that is to say, by the only literary documents of the Italian war which have reached England and have been commented upon by the English journals."

The poetry of which Mr. Cecchi is so proud "springs from the best popular blood in Italy," about which he becomes eloquent:

"A book which might suggest to the English public much more about the soul of Italy than could be gained from a hundred speeches by Premiers and a hundred volumes of contemporary history has just been printed by a trench journal, *L'Astico*, in a little village, shattered by bombardments, on the edge of the Asiago plateau. It is entitled 'Canti di Soldati,' and contains a collection of the finest of the war-songs of the Italian people, taken, so to speak, from the mouths of the singers; the most beautiful songs, born in the dust of the roads, in the tedium of the barrack-room, in the peril of the trenches.

"The collection has no official character, and has had no official aid. The poverty of the means throws into relief the lyrical beauty of the intention. The whole spirit of the book is exprest in the epigraph—for the book has also an epigraph. It was found ready to hand, scratched by an unknown soldier on the wall of a cavern. In four words it sums up the whole gamut of desperation and courage: '*Canta che ti passa*' (sing, sorrow shall pass). One understands immediately how the collectors of these songs have labored—as soldiers and eye-witnesses, not as ethnographers and linguists.

"Of such a book, it is quite clear, nobody could pretend to write what in journalistic language would be called a 'review.' It would be like writing a review of a people — the Italian people; or a review of a landscape—the Italian landscape. A book such as this is something like a piece of nature in which there is infinitely much and infinitely little; in which one discovers an infinity of opportunities and suggestions, but no firm identity.

"What strikes one at first is an extraordinary volubility of artistic expression built upon a solid foundation of tones and feelings. Some of these poems of the people present themselves, as it were, with the outward aspect of a cathedral. But you have no sooner entered than you find yourself in a workman's cottage or an inn. You peer through the window of the inn and view the most unexpected landscape. You were in a town on *terra firma;* but now you behold the sea, with boats and sails, and you catch the odor of fried fish. In each one of these poems it seems as if the globe of the world is pierced through and through, like a carved ivory needle-case. And through one part you see St. Peter's in Rome, and through another Buenos Aires or the sugar-cane plantations of Brazil. This may serve perhaps to express the idea, essentially poetical, of the unity and compactness of the world, and the fact, extremely lyrical, that the cathedrals, the glorious palaces, and all the grandeurs of the world have a very close relation with the cottages and the fried fish and every form of poverty and misery. But it expresses this idea without any scale of proportion, without any regard for the organic quality which belongs to all true works of art. But as a compensation for this lack of organism and equilibrium, what impetuosity, what freshness and passion!

"There are, for example, songs in which, above the bitter realities of modern warfare, there seem to reappear the old light and serenity of the great Italian art of the fourteenth century. Such as the song which says in its first lines:

> Il 29 giugno, quando si taglia il grano,
> è nata una bambina con una rosa in mano.

["On June 29, when the corn is being cut, a baby is born with a rose in its hand."]

Here, says our interpreter, "the popular imagination begins by creating something which makes us think of the lines and colors of Giotto, but it ends by placing close to the Giottesque fresco of the mystical babe with rose in hand grotesque vernacular figures like those on the sign-boards of the fruit- and drink-sellers." Further:

"There are songs in which the military exaltation assumes almost a religious tone, and then the emotion abates and falls into a childlike sensuality; or perhaps it changes into popular representations of the battle:

> Il colonnello, che piangeva
> a veder tanto macello:
> —Fatti coraggio, Alpino bello,
> che l'onore sarà per te.

["The colonel, who was weeping to see such slaughter, says: 'Have courage, my good Alpino, the honor will be for thee!' "]

"There are the *villotte* of the Friuli, containing precious words almost oriental in their grace, and tremulous meters and a rustic flavor of the amorous poetry of ancient Greece. There is, too, the droll *Sveglia degli imboscati*, who, in the train which at last conveys them to the front, stand 'all afflicted and desolate in the trucks, and sigh,' with long faces and open mouths, like so many apostles in a 'Last Supper' by Nicolo Alunno. The song of the *Emigranti* gives the story of the voyage, the foundation of colonies, the panorama of new worlds, the rustic pride of the anonymous builders of towns. But in the *Testamento del maresciallo* (The Sergeant's Last Will and Testament) there is something that is still more universal—the eternal fact of man and of death; but death is transfigured into a glowing pleasure, and blood becomes a vernal element of color and of perfume and flowers:

> E io comando che il mio corpo
> in sei pezzi sia taglià.
>   Il primo pezzo al Re d'Italia,
>   secondo pezzo al Battaglion.
> Il terzo pezzo alla mia mamma
> che si ricordi del suo figliol.
>   Il quarto pezzo alla mia bella
>   che si ricordi del suo primo amor.
> Il quinto pezzo alle montagne
> che lo fiorisca di rose e fior.
>   Il sesto pezzo alle frontiere.

["And I order that my body shall be cut into six pieces. The first piece to the King of Italy; the second to the battalion. The third piece to my mother, that she may remember her son; the fourth to my sweetheart, that she may remember her first love. The fifth piece to the mountain, that it may be adorned with roses and flowers; the sixth to the frontier."]

ALABAMA'S NEGLECTED LITERATURE

INDUSTRIAL EDUCATION, being very much in the air at present, carries its dangers of inducing "a superficial sense of values." "It is all well enough," says a sage in the editorial chair of the Montgomery (Ala.) *Advertiser*, "to teach a boy how to make a water-trough without any leaks in it or how to make a perfect beveled edge," but the boy might thereby become a "mere ignorant mechanic." He is most ignorant, says the Southern aphorist, "who knows the least history." History is crying aloud from the housetops at present, but the history that the Alabama sage most desires for Alabama youths is Alabama history. No doubt the stirring of the wide waters of history makes eddies in each of our little pools, and the writer here suggests that we may all be neglecting things worth bearing in mind. Taking Alabama as a sample, we are told that "Henry Watterson recently alluded to *Simon Suggs*, and probably not many outside this Southern commonwealth know that *Suggs* in his day was one of Alabama's most familiar and delightful characters." The writer here goes even further:

> "The literature written around this character is comparable to Mark Twain's best. Twain absorbed it and admitted that it influenced his own creations. But for the most part *Simon Suggs* is forgotten, no less in Alabama than elsewhere. A few years ago the Birmingham *News* performed a public service by reprinting the book serially; but the work is out of print.
>
> "But 'Simon Suggs' has merely suffered the fate of most of Alabama's best literature. This work of Hooper's is nowhere on sale—there are no copies to sell. In recent years there was a revival of interest in A. B. Meek's notable 'Red Eagle' poem when it was republished. Jere Clemens, an able political leader, was no less a gifted writer of fiction, among his more celebrated works being 'Mustang Gray' and 'The Rivals,' the latter being a historical novel with Burr and Hamilton as the originals of the principal characters. Who knows about Clemens's novels now except the men who grew up in another generation? 'Flush Times in Alabama and Mississippi,' by Joe Baldwin, was a rare bit of literature of its kind. It is better known to men of to-day than some of the others; but it is out of print and can not be purchased. General Woodward's 'Reminiscences,' which was reprinted serially in *The Advertiser* ten or twelve years ago, is likewise out of print. No student of Alabama history can have completed his studies of pioneer days in Alabama, especially life among the Indians, who has not read these remarkable sketches. These reminiscent sketches were of great value to Pickett in preparing his famous history of Alabama. Pickett's history is available to a limited number of scholars engaged in research, but it is not in general use. It is not available to the whole reading public.
>
> "It is a distinct misfortune to students of American political literature that only scraps and bits of the speeches by Hilliard and Yancey in their memorable debates in Alabama are preserved in printed form. Had competent reporters followed these orators in their debates, the forensic engagements that shook Alabama would to-day be as familiar to the high-school student in every State as the better advertised debates between Lincoln and Douglas in Illinois. Yancey was the greatest American orator. Hilliard was the only Alabamian of his day who was regarded as a confident match for Yancey. Usually those who challenged Yancey 'got enough' in the first clash; yet Hilliard and Yancey repeatedly met over a period of many years. But the beauty and charm, the logic and force, of their great speeches are not preserved to us in the text."

The late John Witherspoon DuBose wrote two books, we have the word of the Alabama patriot for it, "either of which is comparable to the very best in American political and military literature." Indeed,

> "His 'Life and Times of Yancey,' and his 'General Joe Wheeler and the Army of Tennessee,' are works of rare brilliance and charm. His 'Wheeler,' published by the Walter Neale Company, of New York, is still in circulation; but his 'Yancey,' the larger and more significant work, was published privately about twenty years ago. Only one edition was printed. Mr. DuBose told one of the editors of *The Advertiser* that he devoted five years of his time to the preparation of 'Yancey,' rewriting some of the chapters as many as twenty times. But he realized only $300 as his reward. Just before the tragic death of Mr. DuBose a year ago, a friend of his, with the author's consent, undertook to interest some one of a half dozen leading American publishers in a project to republish 'Yancey,' but met with no success. The publishers shrank from the initial cost of publication, saying that biography does not sell well, anyway. If this is true it is no credit to the tastes of American readers, for biography is the best and most entertaining division of historical literature.
>
> "We have omitted mention of more recent Alabama literature, much of which is worthy to be compared with the productions of any American authors of the same kind of literature. Neither have we exhausted the list of excellent works by Alabamians which are now out of circulation and largely unknown to the present generation. We have merely made hurried sketches of a few of the best to point out how we have neglected our own.
>
> "Yet, what is more natural than that we should have permitted Alabama authors to die with the generation that saw the last of their physical bodies? What have we done in the schoolrooms of Alabama to popularize the names of our writing men and women and familiarize the child mind with the books these craftsmen wrote? What have we done in the schoolrooms of Alabama to enable the child to visualize the wonderful story of its State and people?
>
> "In recent years we have done much better by the child in the schoolroom. We have been fairer to our State and its history than we formerly were. But at that we don't seem to have taken up the subject of history with the enthusiasm and seriousness of purpose which the subject justifies among any people anywhere."

LONG HAIR AND STATESMANSHIP

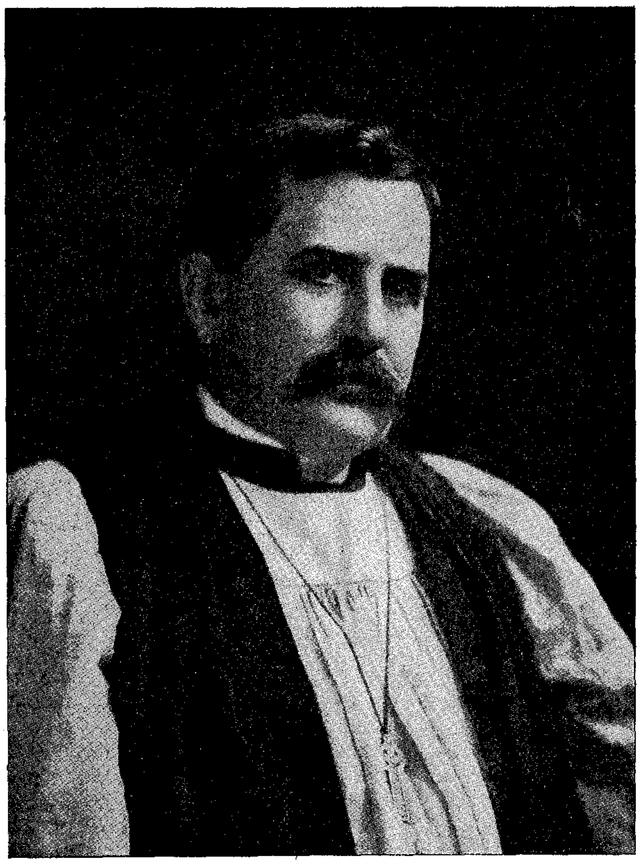
LONG HAIR has its own associations in the popular mind, and people persist in holding this preconceived view. It first made Paderewski a victim of hysteria, now it causes surprize that he could be anything else than a pianist. When he first came to the United States, says the New York *Sun*, had he "patronized the hotel barber on his arrival, and subsequently kept his hair short in the fashion affected by most Americans, we should not hear now so many exclamations of surprize over his development in statesmanship." The case is analyzed, but the people will hardly profit:

> "The fact that he was an unapproachable master of the pianoforte would not have dislocated the popular bump of understanding; that a musician may be versed in politics is not hidden even from the lowbrows.
>
> "But Paderewski's flaming halo marked him for exploitation, not as a musical genius, but as a man bizarre merely in his personal appearance. He was easy to caricature, easy to make the butt of good-natured if frequently pointless witticisms. So he became known to millions as a strange, rather freakish individual first, as a pianist afterward; and the enthusiasm his performances aroused added to his unwelcome fame. Paderewski was mobbed; women stormed the stage at his recitals; a glimpse of him on his way from the hall was accounted a high distinction; his devotees lined his path, intercepted him in his hurried exit. Tales of overwrought maids and matrons endeavoring to kiss him—and sometimes succeeding—were not wanting.
>
> "All of this was distasteful to Paderewski—the man who is now guiding Poland in its rehabilitation is not different from the man we knew a quarter of a century ago as a pianist. Then, as now, he was a genius of industry, a level-headed business man, a patriot longing for freedom for the Poles. The extravagances of his auditors aroused in him no feeling of conceit or gratitude. Rather they repelled him and wounded him. That his art should merit and receive the plaudits of the informed and discriminating naturally satisfied and encouraged him; that the box-office takings of his recitals were large was, let us say, acceptable; but that hysterics should be the tribute paid to his performances was far from his purpose and repugnant to him.
>
> "Had not the war come, and with it Poland's opportunity, the real Paderewski might for all time have been unknown save to a comparatively few. The mythical genius would have had first place in the popular mind. But when the opportunity was opened to Paderewski to show himself in another character, he was ready for the task that lay before him."

RELIGION-AND-SOCIAL-SERVICE

EVIL DISCORDS IN CHURCH, STATE, AND INDUSTRY

A BISHOP OF THE EPISCOPAL FAITH puts the Church in its relation to the war in the position of a boy whose teacher was asked if he "took" algebra. She replied that "he was pretty thoroughly exposed to it, but he did not take it." What the Church has learned and what she has failed to learn, reflects Bishop Charles D. Williams, of Michigan, remain to be seen by what develops in her thought and work; but "the exposure is too recent to warrant a confident diagnosis." The first sign of the virus, he admits, was "a veritable fever of devotion, generosity, and activity in the service of the immediate and paramount causes—first, the winning of the war for justice, democracy, civilization, and humanity; and secondly, the ministry to the unparalleled human needs created by the war." Because the churches "interpreted the war as a holy crusade," such movements as the Red Cross and food-conservation were saved from failure. The Bishop even feels that "without the support which organized religion gave it so enthusiastically through channels of influence, direct and indirect, the war itself could not have been won." But a more subtle "exposure" which is beginning to show its effect is the "proved futility" of a divided Church in the face of any great crisis of need and opportunity." In a new journal, which is called *Reconstruction* (New York), and which describes itself as "a Herald of the New Time," the Bishop luxuriates in a free forum:



BISHOP CHARLES D. WILLIAMS,

Who declares that "a divided Church is sure to break down under the searching test of any great crisis."

> "The various denominations have been jealously watching each other and persistently nagging the war-departments to secure for each its proportionate quota of Army and Navy chaplains and to see to it that no one should get ahead of another. We have set up about the camps and cantonments dozens of discordant altars, a Babel with its confusion of tongues, instead of a Zion, a haven of refuge and peace. There must be a conventicle of some sort for every group of organized religion, for the 'Two-Seed in the Spirit Baptists,' for the 'Amish' who allow buttons, and for the 'Mennish' who stand stoutly for hooks and eyes, for the 'one-foot-washing' Dunkards, and the 'two-feet-washing' Dunkards.
>
> "Would it have been a thing to be wondered at if the executives, who had large affairs to administer, should have grown utterly impatient and thrown us all out of court? And is it any wonder that the common soldier often turns away in despair or contempt from this Babel of shibboleths and abandons organized religion altogether? And what has become patent under the searching test of war-conditions is latent always and everywhere.
>
> "This is the common attitude of mind in the average man toward our chaotic Christendom. A divided Church is sure to break down under the searching test of any great crisis. A divided Church can not speak with any authority in, or give any adequate interpretation of, any great tragedy of history such as this world-war. A divided Church, rankling with sectarian jealousies, could not concentrate on the stupendous task of ministry to the spiritual needs evoked by the war—nor can it efficiently meet the demands of the new age that comes after the war. The Church during the war practically handed over her whole ministry to the Red Cross and Y. M. C. A., which at least largely represents the spirit and mind of Christ and essential religion. They alone have stood for a united Christianity.
>
> "It looks as if this lesson of the war were beginning to penetrate the mind of the Church. The leadership in the movement toward organic unity has long been in the hands of the Protestant Episcopal Church. Those of other communions who have been interested in that movement have long been sitting with amazing humility on the steps of the Episcopal House of Bishops, awaiting such crumbs of comfort and hope as might fall from the master's table. But when, last year, this House of Bishops rejected with arrogant insult and contumely the dignified and reasonable suggestion of the Congregationalist body for a practical cooperation during war-time by a coordination of army chaplains, this leadership was wantonly thrown away by the Episcopal Church.
>
> "The Presbyterian General Assembly picked up that abandoned leadership. On their initiative the representatives of 35,000,000 American Christians met recently at Philadelphia, appointed committees of preparation and summoned a great meeting in the near future, not later than 1920, to take action for such a practical organic unity of American Protestantism as shall be consistent with individual liberty.
>
> "Perhaps the Christian Church is 'taking' this great purpose of the Spirit to which she has been exposed. Perhaps we shall come up out of the test of this crisis at least welded into a closer fellowship, each presenting fewer bristling points of antagonism, but searching more diligently for our common grounds of agreement and service, exercising 'the ministry of reconciliation' and 'seeking the unity of the Spirit in the bond of peace.' Perhaps, even, there may result some measure of efficient organic unity. If so, the war will have been worth while, even if it have accomplished nothing more than this."

From this point the Bishop turns to the subject of the League of Nations—"the supreme international problem" which only a united Church can properly support. How will the Church satisfy this "consuming passion in the hearts of the masses of war-weary peoples in every land?" He proceeds:

"We are confronted to-day by a supreme crisis of opportunity.

> One path leads toward the realization of the hope of the world—the other is a return to ancient and intolerable conditions.
>
> "Against the League are arrayed abroad the old habits of 'balance of power' and secret diplomacy. Against it at home cry certain blatant voices of personal jealousy and blind partizanship. Inspiring both oppositions, at home and abroad, is the spirit of narrow and militant nationalism. It masks itself here as 'stalwart Americanism.' It declares that it is beneath our dignity to submit any question that touches our national honor to any other arbitrament than that of our own strong arm. (So thought the cave-men about questions that touched their personal honor before courts of law were established.) It asserts that we must be free to carry our superior American civilization and system to backward neighbor-nations without let or hindrance by possible vetoes of European Powers or South-American republics—that is, to be specific, to 'settle and develop' Mexico—which means plainly that, without waiting patiently for her to solve the problems of her own democratic aspirations, to learn, in the only way an individual or nation can learn, by her own blunders—to deal for herself with her intolerable 'executive concessions to foreign syndicates,' and her impossible land-tenure conditions; without giving her this 'self-determination' for which we ostensibly fought this great war—we will step in and by force exploit her tremendous resources for our American corporations.
>
> "*All this sounds familiar. We have a Divine call to impose our 'Kultur' upon less developed peoples. We have a holy mission to dominate the world's trade and finance.*
>
> "*We are talking in terms of 'Realpolitik,' 'Weltpolitik,' and 'Weltmacht.'*
>
> "*We have caught by contagion the fever of militarism and the lust of conquest. For us might becomes right. We tear off the mask of 'stalwart Americanism,' and, lo! the familiar features of Pan-Germanism. We have conquered Germany outwardly and been conquered by her spirit inwardly.*
>
> "What is the plain mission of the Church in this supreme crisis?
>
> "If there is to be any international league, there must be behind it an international mind. If there were an international Church, one and indivisible, unsplit by divisions national and denominational, it would be the chief exponent of the international mind. For that emphatically was and is the mind of the Church's Founder and Head. His great apostle declared: 'There is neither Greek nor Jew, circumcision nor uncircumcision, barbarian, Scythian, bond nor free: but Christ is all, and in all.'"

Some of the basic principles of the Gospels are adopted by the nation, he points out, when at our entrance into war we found that our system of "rank individualism in industry and commerce" broke down under the first test. Having found that we could not carry on a war without "socializing" our productive agencies, the Bishop asks if we shall not now "progressively socialize our commerce and industry—not necessarily in the sense of the bureaucratic administration of Marxian Socialism—but in the spiritual sense of substituting the motive of public service for the motive of private profit, and cooperation for the common weal instead of the gratification of individual greed?" He utters a warning:

> "The masses of the people in every land will not long be satisfied with and fooled by that camouflage of democracy in political forms which has hitherto, particularly in America, coexisted contentedly, if not unconsciously, with a most ruthless autocracy in industry, finance, and commerce.
>
> "They are going to seek, with increasing clarity of vision and imperativeness of demand, a real democracy which shall penetrate and possess all our life in all its interrelations, particularly in industry and trade.
>
> "*They are going to ask that the laborer who invests his personality and very life in a business shall have some larger share in the proceeds and also a larger share in the management of that business along with the capitalist who invests his money therein.* THERE IS A RISING SURGE OF ASPIRATION AFTER SUCH A REAL DEMOCRACY. IT IS SPREADING AROUND THE WORLD.
>
> "How are we going to meet it in America? Are we going to attempt merely to militarize the mind of the coming generation into docile submission to the sacrosanct system of 'things as they are,' and to the inviolable authority of the 'powers that be'?
>
> "Are we going further and attempt to suppress by force the rising tides of this new democracy in industry?
>
> "*These are evidently the plans of our reactionaries and Tories.* IF THEY SUCCEED IN PUTTING WEIGHTS ON THE SAFETY-VALVES OF DEMOCRACY, THEY NEED NOT WONDER IF EXPLOSIONS RESULT.
>
> "*If Bolshevism ever sweeps over America, it will be due, not to the I. W. W. and the ignorant proletariat who fly the red flag, but to the blind conservatives who resist the cosmic tide of the new democracy.*"

THE EPISCOPAL PLAN OF UNION

THE WAR-DELAYED EFFORT at church union which the Episcopal Convention of 1910 decided upon, and which was about to be put into execution in 1914, is once more revivified. Three bishops of the Protestant Episcopal Church were booked to leave New York by the steamship *Aquitania* on her last return trip, says the New York *Evening Post*, to visit Rome and the Near East, "to arrange a conference to bring about unity between the Russian, Greek, and Roman Catholic churches and the Protestant churches of the world." It is recalled that "this will be the first time since the reign of Henry VIII. that Anglican bishops have waited upon the Pope." *The Evening Post* proceeds:

> "Altho no definite plan of unity is to be presented at this time, it is said that the churches propose an application of the League of Nations to the religious denominations of the world. Such an arrangement, it is pointed out, would permit coordinate action in large matters, facilitate missionary work by cooperative effort, and at the same time preserve, as far as the different religious sects wish, the sectarian principles as they exist."

Bishop David H. Greer, of the diocese of New York, represents the commission as having no definite plan, but as purposing "to prepare a way for a future conference on Christian unity." This union looks to be representative of all Christian communions throughout the world. The Rev. Dr. Edward M. Stires, of St. Thomas's Episcopal Church, is quoted as saying:

> "A league of Christian churches is a moral obligation which has too long been avoided. At this hour it is a moral necessity if the Church is to help the world to live the ideal for which millions of brave men died, if the Church is to give to a wise and just League of Nations that moral and spiritual sanction without which it will be a short-lived sham. It is, of course, proper that a courteous and urgent invitation be offered to Rome, but we might more wisely and more justly seek first the union of our nearly related spiritual brethren of the great Protestant communion."

The mission is looked upon as a step in the way of unity, at least to the extent that "the so-called Catholic or High-Church party and the Low-Church party of the Episcopal Church are in complete accord." From informal negotiations it is believed that the Russian and Greek churches are in sympathy with the movement. Also,

> "It is recalled that the Holy See exprest its willingness to cooperate in a movement toward Christian unity, in a letter from the Papal Secretary of State to Dr. Charles S. McFarland, executive secretary of the Federal Council of the Churches of Christ in America, and the present commission is expected to take advantage of those earlier negotiations in presenting the plan to the Pope."

The incident is not lost on the Baltimore *Sun*, which is not insensible to the problem confronting its clerical brethren. It sees that, "in point of fact, church unity is both far easier and far more difficult than the formation of a League of Nations":

> "It is far easier because there is already a certain formal alliance between all the members of the Christian faith, which constitutes them all units in a common family and the extension of which involves less conflict of interest and less sacrifice than nations would be called upon to make by international union. But it is also much harder because of the pride and naughtiness of the human heart. And yet if Christianity is not to fail now, in the face of the greatest crisis and obligation which have ever confronted it, it must get together on some broad working basis, it must form a spiritual union that will make it a vital and

every-day influence in the lives of all the millions who profess and call themselves Christians.

"The Christian Church is now in the attitude of the young man who threw himself on his knees before Jesus and asked, 'What must I do to be saved?' It is aroused to its sense of need, to a sense of its shortcomings, to the tremendous demand for a new scheme of life, for a revision of its old routine and methods. It must do something to be saved, and it must save itself before it can save others. The hopefulness of the situation is found in the change that has come over the spokesmen of religion in the last year or so. At the beginning of the war most of them resented the suggestion that the Christian churches were in any degree to blame for the outbreak of hellishness. All with one accord at once began to make excuse. Few, if any of them, were willing to admit that ecclesiastical formalism, lukewarmness, worldliness, and denominational rivalry and dissension had anything to do with the failure of the Church to maintain its hold on the hearts and minds of men. But now they are beginning to cry '*Mea culpa*,' and not, 'It is somebody else's fault.'

"We believe the principles of the Christian religion are absolutely essential to the safety and the welfare of the world. But if they are to prevail, the churches themselves must be reconverted—not in creeds, but in spirit and in life. No elaborate platform of agreement is necessary to bring about a league of churches. The only thing necessary is that they should 'cooperate in Christian work as brethren.' Heretofore they have not always cooperated in Christian work as 'brethren,' but have frequently worked more like enemies and jealous competitors. 'How these Christians hate one another!' was the cynical remark of a bitter critic who cut down to the very marrow of Christian weakness. To be 'brethren' in truth and in deed does not require surrender of creeds or compromises in faith; but it does require the eradication of hate and prejudice, and the supremacy of the Spirit of Christ, the spirit of brotherhood, the spirit of love. It is going back simply to the first and second Christian commandments—'Thou shalt love the Lord thy God with all thy soul, and all thy strength, and all thy mind'; and 'Thou shalt love thy neighbor as thyself.'

"A long journey for hate and prejudice; but it must be made if the Christian Church is to be saved and is to save the world."

AUSTRIAN HATRED OF ITALIAN CHURCHES—The seeming hatred of religious shrines has been thought a peculiarly Prussian trait, but reports that have been withheld in their detail now seem to show that Austria, too, is tarred with the same brush. Some spectacular cases like the attack on the Scalzi in Venice and that on the rare old edifice in Verona have been brought to our readers with pictorial accompaniment. They will also remember that Padua, near Venice, was frequently visited by Austrian airplanes that injured the Cathedral, tho not seriously, and put in jeopardy the famous frescoes of Giotto in the Arena Chapel, the pride of the whole Christian art world. The Philadelphia *Inquirer* now speaks of special information that swells the story of Austrian as well as German infamy:

"The report of an Italian 'society to aid churches ruined in the war' shows that in Venice and Gorizia more than a hundred churches were destroyed and nearly that number seriously damaged. This was not an accidental result of the fighting. The churches were not merely shot at; they were looted as well. A special dispatch to *The Inquirer* from Rome shows that millions of dollars' worth of vestments, vessels, altar furnishings and bells were taken away. Many of these can never be replaced, even tho the Italian claim for reparation should include a demand for their return.

"This is the more singular in that Austria, above all other European nations, has been faithful to Roman Catholicism. Her armies, if any, might be expected to show peculiar reverence for the shrines of the faith. It will be recalled that the Pope sent a special plea to Vienna for the exemption of Venice and other Italian cities from destructive bombing by airplanes. There was, indeed, a general feeling that the Austrians would shrink from imitating the barbarities of the Germans, which partook of sacrilege to religious minds. But all the evidence goes to show that they had no compunctions on this score.

"The work of reconstruction in Venice, as the same dispatch points out, will be as difficult as the work in France. The Austrian occupation lasted but a little over a year, yet in that time an incredible work of devastation was done. That the doers of it shall pay as far as possible is mere justice. The Peace Conference can hardly decide otherwise."

DIPLOMACY IGNORING GOD

IT IS NOT A RELIGIOUS ORGAN, but one of those journals that might be supposed to devote itself entirely to material interests—a "trade paper"—which calls attention to "a very serious omission in the platform of the League of Nations as cabled from Paris." "Nowhere in the platform, nor, so far as reported, in the proceedings that led up to its promulgation," says *The American Lumberman* (Chicago), "is to be found any hint of official or public recognition of the fact, generally accepted by civilized humanity, of the existence of a Supreme Being who rules the destinies of nations, nor any petition for divine guidance in the most momentous crisis in the history of the world." *The American Lumberman* asks if this is a "trifling omission," and if "it is mere bigotry to refer to it?" It ventures to affirm that Americans who are familiar with their country's history will not so regard it.

"The founders of this Republic recorded in the Declaration of Independence their 'firm reliance upon the protection of Divine Providence.' This sentiment was reiterated by Lincoln in his immortal address at Gettysburg, as well as in other addresses and state papers, and has been reaffirmed by every President from Washington to Wilson. During the darkest period of the Civil War the motto 'In God We Trust' was ordered stamped upon our silver coinage, by Act of Congress. When, a few years ago, it was proposed to drop this motto from the coinage the suggestion aroused such a tidal wave of protest that it was immediately abandoned. There is no reason to believe that American sentiment has changed in this regard since then. Our national anthem likewise declares that 'In God is our trust,' and the national hymn 'America' expresses the identical thought in the verse beginning 'Our fathers' God, to thee, author of liberty . . .' Are these sentiments, woven into the very fiber of the nation, mere pious platitudes, or do they express the real heartbeat of America? *The American Lumberman* is certain that the latter is true.

"'Man proposes, but God disposes,' and unless the League of Nations takes into account—not alone in words, but in spirit—the fact of God, it is foredoomed to failure, just as every previous plan and scheme of men to insure permanent peace has broken down under the pressure of national ambition, hatred, or avarice—traits that have not yet been banished from the world. There must be something more potent than bayonets or battle-ships, needful as both are under present world conditions, as the ultimate authority. Back of the citizen is the state—using the term in its broad sense—and back of the state is, or will be, the League of Nations. Back of the League must be God, if it is to endure.

"Are these idle words on a subject of little consequence? Listen to the Bolshevik creed as recently stated by one Wicks, head of the so-called *Soviet* in Portland, Ore. 'Your democracy,' said he, 'is a lie; your liberty is a lie; your God is a lie.' One of the principal tenets of anarchy, Bolshevism, and every other such cancerous growth upon the body politic is and always has been repudiation of any responsibility to a Supreme Being.

"The Brotherhood of Man, without recognition and acceptance of the Fatherhood of God, is a dangerous delusion. This is having abundant proof in Russia to-day, where God has been 'officially abolished' by the Bolsheviki, who are exemplifying their ideas of the Brotherhood of Man by gouging out the eyes of helpless captives and committing every excess that fiends incarnate can devise. Disarmament is no guaranty of lasting peace. As George Bernard Shaw has well said recently: 'If the will to fight continues, the means will always be forthcoming.'

"More than any other nation, America is sponsor for the League of Nations. It is born of the same spirit of high idealism that actuated the American soldiers who died at Château-Thierry and the Argonne. America has earned the right to demand, and should demand, through her representatives at Paris, that in the final draft of the constitution of the League the omission that has been here discust shall be supplied. If the sentiment 'In God We Trust' is good enough to stamp upon our coinage it is good enough to appear, in suitable phraseology, in that epitome of the aspirations of humanity.

"The tumult and the shouting dies,
The captains and the kings depart;
Still stands thine ancient sacrifice,
A humble and a contrite heart.
Lord God of Hosts, be with us yet,
Lest we forget—lest we forget!"

Build a Home First

Home interprets Heaven. Home is Heaven for beginners.—*Pankhurst*

The safest, biggest and best investment any young couple can make is a home. And the reward cannot be measured merely in dollars.

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SPANIARDS IN THE UNITED STATES

SPANISH AND THE SPANIARDS — An important fact to be noted about the many persons in the United States who speak Spanish as their original tongue is that only a minority are Spaniards who have immigrated to the United States in latter years. Spanish, it will be readily recalled, is the national language of Mexico, Central America, and the countries of South America, excepting Brazil. In Brazil, Portuguese is the national medium of intercourse, altho in this state of South America and others, as well as in Central America, many denizens speak Spanish and Portuguese with more or less equal facility. Now many thousands of people have come among us from these countries. But here we are interested solely in the assimilation of **Spaniards from Spain,** who have immigrated to the United States to settle here for good, or merely to earn a livelihood during a certain fixed period and thereafter to return to their homeland.

EMIGRATION FROM SPAIN TO THE UNITED STATES —The bulk of Spanish natives in the United States has been coming in a steady flow for many years. We speak of recent years only, because American history shows so plainly how influential Spanish immigration to the western hemisphere has been since the discovery of Christopher Columbus. The mere record of certain Spanish names that are written in the annals of American professional and commercial life is proof of their complete assimilation. But in the **marvelous industrial expansion** of the United States during the past twenty-five years or more this country, as is well known, drew on all Europe for skilled and unskilled labor. Much of this man-power for industries came from south and southeastern Europe. Spain's contribution to American requirements is not so generally known.

SPAIN'S POPULATION HERE—The larger percentage of Spanish immigrants in this country are of the **unskilled laboring class.** Before the war the tide of immigration was heavily on the increase. Shipping conditions during the war naturally caused a slackening in the numbers of Spaniards bound to our shores. Yet, during the war, we are told by a reputable authority, from **30 to 40 per cent.** of the unskilled workers in munition-plants, shipyards, mines, and other industries were Spaniards from Spain.

THE RETURN TO SPAIN—Despite the fact that many of the workers in war-industries were gaining from seven to twelve dollars per day a **great return movement** to Spain began with the inauguration of the compulsory military service law after the United States had become involved in the world conflict. The spirit of the law, Spanish authorities admit, was "very magnanimous," but the interpretation as practised by some agents of the Government confounded **a host of Spanish laborers** who did not understand English, either to speak or to read, sufficiently to assure them of their rights. The result was that many of these workers simply ignored the law, basing their decision on the fact that they were **not American, but Spanish citizens.** Naturally, many of them were taken into custody by the agents of the Government. But the United States Government fairly met the problem by appointing a military exemption board at the service of the *Union Benefica Española*, the chief Spanish benevolent association in this country. The appraisers on this board, lawyers who know Spanish and American law equally, served, as American lawyers all did, without remuneration, and voluntarily. It is in the records of the *Union Benefica Española* that it retrieved two thousand men who were drafted mistakenly.

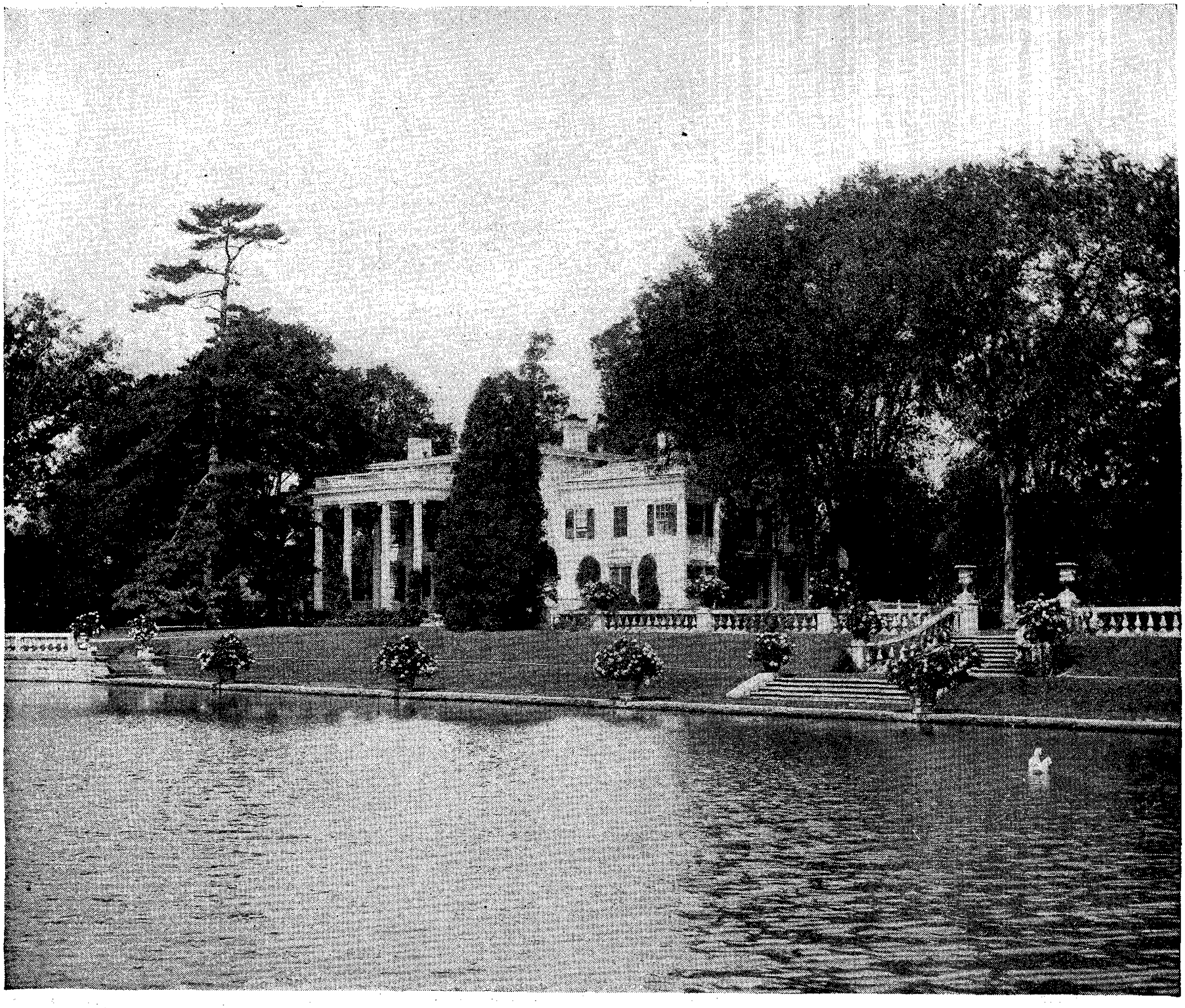
PRESENT POPULATION OF THE SPANIARDS — It is stated that at present the **population of Spaniards** in the United States may be safely numbered at 80,000. They incline very decidedly to settle in colonies of their own people. One group is to be found in the coal-mining districts of West Virginia. There, it is said, a settlement of about two thousand dwell in a village built after a genuine Spanish model. They are a notable constituent of the population also in **large industrial centers** such as Philadelphia, Cleveland, New York, Newark, Elizabethport, New Jersey, Bayonne, and Waterbury, Connecticut. Many Spaniards also are to be found in Tampa, Florida, where they work in cigar-factories or are engaged in agricultural pursuits. In the main, we are informed, they are spread all over the country, and, owing to **changing labor conditions** at present, their movements are in divers directions. As laborers they are said to be steady and industrious, and they quickly accommodate themselves to the **varieties of climate** encountered in the different sections of the United States.

ASSIMILATION OF THE SPANIARDS—Of the Spaniards who have come here as laborers in recent years a great many are married men. It has been their practise to send to Spain monthly sums for the support of their family. After a due period they would be able to bring the family into this country and rear their children under **American institutions.** The abnormal high cost of living in the war-years, of course, discouraged this tendency. But, we are told, once conditions return to normal the Spaniards will be prompt to settle and take root in the United States. **Two reasons** impel them to this course, of which the first is that the Spanish laborer can earn more money here and enjoy better living conditions than he enjoys at home. The second is—more generally appreciated among the better-informed workers—the opportunity for the advancement of their offspring.

AMERICAN DUTY TO THE SPANISH IMMIGRANT—Some Spanish observers here claim that the Spanish workman is held at a distance from American currents of thought and progress as the result of a lack of understanding. They speak regretfully of the fact that he goes from the mine or the factory to his home and back again as **a mere human machine.** The consequence is that he drifts into narrowed circles of his own class and race and unconsciously ignores the vast opportunities provided by the American Government in **education and self-advancement.** The statement applies only to the Spanish laborer, who is in the majority of the more lately acquired Spanish population in this country, and who must be differentiated from the Spaniards prominent in commerce and the professions. To meet the situation, it has been suggested by a well-advised authority that in all industrial centers where Spaniards are to be found in numbers educational organizations should take them in hand and encourage them in the study of our language and nationalism.

THE SPANISH LABORING CLASS—A chief point claimed in favor of the Spanish workman is that he is **law-abiding and thrifty.** Court records, we are told, rarely reveal a Spaniard charged with a major or minor offense. To be sure, there are exceptions to the rule, but in general, it is held, the Spaniards are people of moderate habits and very **regular in their work.** Nor do they figure largely as public charges. Their great benevolent society, *La Union Benefica Española*, looks after the indigent or the sick, or those in need of legal advice, as shown in the draft-law cases. But the majority do not really require outside aid, and they ask it only because they feel it is forthcoming as they are members of the society in good standing. This society has branches wherever Spaniards are settled in this country and also shows consideration to Spaniards who are not of the membership.

THE TWO CLASSES OF SPANIARDS HERE — Among the unskilled Spanish workers about 90 per cent. know **how to read and write Spanish,** and the majority of them do not speak or write English. Therefore, it is urged by some Spanish authorities that they should be invited and stimulated to learn English, so they may the more speedily qualify for American citizenship. On the other hand, altho the commercial and professional classes of Spaniards are in the minority, they incline very readily toward **American citizenship** because they come here to stay. As exporters and importers, especially on the Atlantic coast, Spaniards are influential in our civic life; and as professional men, tho comparatively small in number, they rank high in distinction.



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CURRENT - POETRY

POETIC TRIBUTES TO ROOSEVELT

THE death of Colonel Roosevelt evoked a great choir of song, and while no one will venture to ascribe the term "great" to any of the poetic tributes thus far published, and the workmanship in some cases shows signs of haste, no one can deny the warmth and sincerity of their inspiration. One is especially imprest with the recurrent allusion to the ennobling lesson of Roosevelt's career, and this sentiment is most strikingly exprest in the lines of Rudyard Kipling, entitled "Great-Heart." An interesting coincidence is that Senator Lodge, Roosevelt's lifelong friend, also drew upon "The Pilgrim's Progress" for an image of the dead man when he said at the end of his eulogy in the Senate: "So Valiant-for-Truth passed over and all the trumpets sounded for him on the other side." "Great-Heart" is here reproduced by special permission of the Phildelphia *Evening Public Ledger*, in which it appeared on February 8. The poem is copyrighted, 1919, by Rudyard Kipling and by the Public Ledger Company, and must not be reprinted without their permission.

"GREAT-HEART"

A Poem Dedicated to the Memory of Theodore Roosevelt, Apropos of Roosevelt Memorial Day

BY RUDYARD KIPLING

["The interpreter then called for a man-servant of his, one Great-Heart."—*Bunyan's "Pilgrim's Progress*."]

Concerning brave captains
  Our age hath made known
For all men to honor,
  One standeth alone,
Of whom, o'er both oceans,
  Both peoples may say:
"Our realm is diminished
  With Great-Heart away."

In purpose unsparing,
  In action no less,
The labors he praised
  He would seek and profess
Through travail and battle,
  At hazard and pain . . .
And our world is none the braver
  Since Great-Heart was ta'en.

Plain speech with plain folk,
  And plain words for false things,
Plain faith in plain dealing
  'Twixt neighbors or kings
He used and he followed,
  However it sped . . .
Oh, our world is none more honest
  Now Great-Heart is dead.

The heat of his spirit
  Struck warm through all lands;
For he loved such as showed
  'Emselves men of their hands,
In love, as in hate,
  Paying home to the last . . .
But our world is none the kinder
  Now Great-Heart hath passed.

Hard-schooled by long power,
  Yet most humble of mind
Where aught that he was
  Might advantage mankind,
Leal servant, loved master,
  Rare comrade, sure guide . . .
Oh, our world is none the safer
  Now Great-Heart hath died.

Let those who would handle
  Make sure they can wield
His far-reaching sword
  And his close-guarding shield;
For those who must journey
  Henceforward alone
Have need of stout convoy
  Now Great-Heart is gone.

The abiding sense that in the death of Roosevelt the country lost a man of unique leadership is well exprest by Edward S. Van Zile, in verses contributed to the New York *Evening Sun*. Yet, whatever our grief may be at the loss of our leader, the counsel is given that we must progress, led by his spirit.

CLOSE UP THE RANKS!

BY EDWARD S. VAN ZILE

I

Gently Death came to him and bent to him asleep;
His spirit passed, and, lo, his lovers weep,
But not for him, for him the unafraid—
In tears, we ask, "Who'll lead the great crusade?

II

"Who'll hearten us to carry on the war
For those ideals our fathers battled for;
To give our hearts to one dear flag alone,
The flag beloved whose splendid soul has flown?"

III

With his last breath he gave a clarion cry:
"They only serve who do not fear to die;
He only lives who's worthy of our dead!
Beware the peril of the seed that's spread

IV

"By them who'll reap a harvest of despair,
By them whose dreams unstable are as air;
By them who see the rainbow in the sky,
But not the storm that threatens by and by."

V

Our leader rests, his voice forever still,
But let us vow to do our leader's will!
Close up the ranks! Our Captain is not dead!
His soul shall live, and by his soul we're led;

VI

Led forward fighting for the real, the true,
Not turned aside by what the dreamers do.
If he could speak he would not have us weep,
But souls awake whose Captain lies asleep.

To Charles Hanson Towne the passing of Roosevelt appeared as some new journeying of "divine adventure." It is of interest to note that in the concluding lines of his poem, published in the New York *Tribune*, Mr. Towne attributes to Roosevelt the sentiment quoted as the last utterance of Cecil Rhodes, namely, that there remained so much for him to do in the world.

THEODORE ROOSEVELT

BY CHARLES HANSON TOWNE

I

On what divine adventure has he gone?
Beyond what peaks of dawn
Is he now faring? On what errand blest
Has his impulsive heart now turned? No rest
Could be the portion of his tireless soul.
He seeks some frenzied goal
Where he can labor on till Time is not,
And earth is nothing but a thing forgot.

II

Pilot and Prophet! as the years increase
The sorrow of your passing will not cease.
We love to think of you still moving on
From sun to blazing sun,
From planet to far planet, to some height
Of clear perfection in the Infinite,
Where with the wise Immortals you can find
The Peace you fought for with your heart and
  mind.
Yet from that bourne where you are journeying
Sometimes we think we hear you whispering,
"I went away, O world, so false and true,
I went away—with still so much to do!"

From the Baltimore *News* we select two vivid stanzas by Marion Couthouy Smith, who pictures Roosevelt as having gone in quest of soldiers of the Allies that fell in battle and whose leader in the Great Beyond he is to be.

THE STAR

BY MARION COUTHOUY SMITH

Great soul, to all brave souls akin,
  High bearer of the torch of truth,
Have you not gone to marshal in
  Those eager hosts of youth?

Flung outward by the battle's tide,
  They met in regions dim and far;
And you—in whom youth never died—
  Shall lead them, as a star!

The last words spoken by Roosevelt give inspiration to various writers, among whom is Edith Daley, author of the following lines in the San Francisco *Chronicle:*

THEODORE ROOSEVELT

BY EDITH DALEY

"Put out the light!" Altho the stars were dim,
What need of feeble flickering lamps to him
In that high-altared hour? The touch of sleep
Had brought remembrance of his tryst to keep—
A morning tryst—with God's gray messenger.
No sound—no cry—no hesitating stir;
His fearless soul long since had knelt and kissed
A waiting Cross; had borne it through life's mist
From an unlighted lone Gethsemane
To the Christ-hallowed crest of Calvary.

"Put out the light!" Men smile through falling
  tears,
Remembering the courage of his years
That stood, each one, for God, humanity
And covenanted world-wide Liberty!
The Nation mourns. Laurel the chancel-rail;
Muffle the drums. Columbia's banners trail
Their grieving folds; but memories of him flame
And light the deathless glory of his name.

"Put out the light!" He needs it not who won
A place of permanence within the sun!

Poet and musician have joined effort in the "Friend of the World," a memorial song by Harriet Gaylord, which has been set to music by the composer, Henry Hadley. On February 9, the Sunday dedicated as Roosevelt Memorial Day, this song, of which we quote a part, was sung at some of the memorial exercises in churches.

FRIEND OF THE WORLD

BY HARRIET GAYLORD

Flowers of love we are bringing,
  Friend of the World,
Plucked from hearts that are bleeding,
Hearts that are aching with needing,
  Needing the Friend of the World.
Countless millions, we're bending,
  Bending with spirits furled,
Over that grave where you're resting,
  Great-hearted Friend of the World.

Eagle, now flown to your eaglet,
  Friend of the World,
Up to your starry bowers
Rear we our mountains of flowers,
  Love for the Friend of the World.
Friend of the humble and needy;
  Friend of the bird and beast;
Friend of the king and the pauper;
  Friend of the rabbi and priest.

King of men and good fellows,
  Friend of the World,
You loved your life and you gave it,
Not stinting or trying to save it,
  Because you were Friend to the World.
You did not know you were tired;
  You would not have chosen to rest;
You fought to the end for things noble,
  Things deepest, sincerest, and best.

A plain but graphic portrait of Roosevelt is given in these lines by T. E. Thomas,

Armour and Company NOT in the Retail Grocery Business

CERTAIN jobbing salesmen are circulating reports to the effect that Armour and Company control certain retail grocery stores or are planning to enter into the retail grocery business.

These reports are utterly and absolutely false. We desire to brand them as such once and for all. ***Armour and Company do not control any retail grocery stores wholly or in part.*** Neither have we any affiliation or connection in any way whatsoever with any owners of any retail grocery stores. ***Armour and Company have no intention of engaging in the retail grocery business.***

Armour and Company distribute and sell a very limited number of food lines not directly produced from livestock. This is only the result of natural evolution. Our system of distribution and marketing must be maintained with the greatest possible efficiency. It is necessary, for reasons of economy, that it handle as great a volume at all seasons as possible.

This same distributive system enables us to carry staple foods to the people of this country with greater efficiency and at a cost that is low commensurate with the service. If our facilities are such that we have been able to serve the public more economically and efficiently than our competitors, then it is the retailer and consumer who benefit.

Armour and Company are more than packers. They are ***food purveyors.*** But, our participation in grocery lines represents ***only 4.6 per cent*** of our total business. Yet, wholesale grocery houses whose representatives spread these false reports are, themselves, engaged in numerous side-lines far removed from edible products. A recent bill of goods which we purchased from a wholesale grocer, contained more than forty items, ***not one of which could be used for food***—except by an ostrich.

Reports of our engaging, or intending to engage, in the retail grocery business are, without exception, untrue. In the words of Mr. J. Ogden Armour, "We have no intention of adding the woes of retailing to the burdens of manufacturing and distributing."

Armour and Company will continue to regard all retailers as our co-workers. By means of our refrigerator cars and our branch houses it will be our effort to continue to provide them with the finest foods of all kinds that we can select and prepare—under the quality mark of the OVAL LABEL.

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In this case 800 Art Metal four drawer letter files brought their contents unharmed through a fire which completely gutted the building.

And when you buy Art Metal steel office furniture for its permanence, its convenience, and its good looks, it is well to remember that you are also buying protection.

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Art Metal

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which we quote from the Phœnix *Arizona Republican.*

ROOSEVELT

By T. E. Thomas

'Twas not in him to deal with cringing touch
Or remonstrate with fawning plaint—
His honest, virile heart was never faint.
Nor had he faith in those whose acts were such
That led to doubt their aim in any fight.
To him all things were either wrong or right;
No compromise was his, with purpose whole,
He favored or opposed with all his soul.

No foeman's steel brought terror to his eyes;
No sycophancy could he endure,
Nor aught that was not plain and pure.
His friendship was no traitors' paradise;
He measured men and deeds with common sense,
And gave to each in turn fair recompense
As they deserved, of either blame or praise,
For his were always just, not devious ways.

A master mind was his, both brilliant and profound,
Gifted with a reasoning rare;
Boldly 'twas his to do and dare,
With precept manly and with judgment sound.
No sophist's plea nor sham could bar his way;
Each act with him must bear the open light of day;
No half-way measure sought, could satisfy
Or meet his questioning of How or Why.

He served his time, his people, and his land,
And as he sowed, so did he reap.
The silent summons found him in his sleep.
Peaceful in death, in resignation grand,
His glorious soul has through the portal flown
To meet the only master it had ever known.
From earth's great trials triumphantly it passed,
Fighting at Armageddon to the last.

The character of the dirge is well exemplified in stanzas contributed to the New York *Times* by Grace D. Vanamee.

ROOSEVELT

By Grace D. Vanamee

Toll the bells, toll the bells,
Solemn and slow;
Let the world know
A whole nation's wo.
Toll the bells, toll the bells,
Solemn and slow.

The knell it has sounded,
A leader is dead;
His brave voice is silent,
His great spirit fled.
Not now shall we praise him,
Except by our grief;
The future his virtues
Will carve in relief.
Over his pall
Let our tears fall;
Profound is our sorrow,
Dark looms our to-morrow.

He spent and was spent
For Truth and for Right,
He gave of his best,
He fought the good fight.
The fight is not ended,
For traitors still throng,
Tho he who defended
His country from wrong—
Who bore every test—
Has passed into rest.

Bring garlands of flowers
To cover his bier,
Let not a coward
Dare to come near.
The man of the age
Has gone from our ken.
The world will ne'er see
His equal again.

Toll the bells, toll the bells,
Solemn and slow;
Let the world know
Our love and our wo.
Toll the bells, toll the bells,
Solemn and slow.

REVIEWS - OF - NEW - BOOKS

OUR FAMILY LIFE SINCE THE CIVIL WAR

Calhoun, Arthur W., Ph.D. A Social History of the American Family from Colonial Times to the Present. Vol. III. Since the Civil War. 8vo, pp. 411. Cincinnati: A. H. Clark Company. $5 net.

Dr. Calhoun, the publishers, and the public are entitled to felicitations on the completion by the issue of this third volume of a useful and excellent work. This instalment covers in fourteen chapters the history of the American family, north and south, east and west, for fifty years. Such suggestive captions appear as The White Family in the South, Miscegenation, The Negro Family since Emancipation, The New Basis of American Life, Race-Sterility and Race-Suicide, Divorce, and The Attitude of the Church. There are also a bibliography (covering periodical and book literature) of twenty-six pages and an Index to the three volumes of fifty-three pages. Curiously enough, none of Roosevelt's speeches on race-suicide receives mention in the bibliography, in spite of their vigor and pertinence. Yet editorials of lesser worth and fame are recognized. Such a minor defect can not dim, however, the splendor of the author's performance. It is a sterling work, based upon patient research by an enthusiast whose heart is sound and in the right place.

The first three chapters describe the result of the war mainly in the South. They picture the straits to which women especially were reduced by the impoverishment of the Southern States, the loss of life among the men, and the migration of many survivors to the North and West. The necessity of earning a living induced ultimately a new independence among women. But for a time it caused an increase in vice, a temporary elation and consequent display of equality among the colored population, and an increase in miscegenation and illegitimacy. But education was fostered at great sacrifice among the whites, to the great advantage of the second generation. Meanwhile, there was a general upward trend in the permanency and morality of the colored population. In the chapter on The New Basis of American Life, the effects of industrialism are studied. The scale of wages made it necessary for the family to assist in wage-earning. In Massachusetts:

"Of the skilled workmen (in 1875), 56 per cent. got along 'alone'; of the unskilled, but 9 per cent.; of the salaried overseers, 75 per cent. . . . Recent studies of wages and living (in 1894) leave the student convinced that a large proportion of the workingmen of the United States are still incapable of entirely supporting their families."

Of course, since that time a vast improvement has been made in the conditions of the workingman. Indeed, this chapter reveals the contrast in the economic conditions of labor between the early seventies and the present. The discussion of Race-Sterility and Race-Suicide shows a steady diminution in the birth-rate of native Americans as compared with foreign-born women, even after allowing for a higher infant mortality. In the majority of families which have experienced several generations of comparative ease and culture, "the numbers become stationary, then decline, and finally the families themselves, so far as public knowledge goes, become extinct." Especially worthy of study is the chapter on The Attitude of the Church. And the judgment, in general, is adverse to the Church:

"The churches are still weak on economic and general social perspectives; they have often regarded the letter rather than the spirit; and they put undue stress on personal ethics as if preachments could create morality superior to the fundamental economic base."

Speaking of teaching on matters of sex morality, the author remarks: "It is unfortunate that in general upon this as on other matters the Church lacks disposition to attack fundamentals." The author's closing paragraph gives his outlook as follows:

"The American family in its distinctive features has been . . . a product of the ascendency of the *bourgeois* class, the dominance of a virgin continent, and the industrial revolution. The frontier is gone, and the industrial revolution is still at work, now undermining the present social order, and the end of class domination is in sight. A new family is inevitable, a family based on the conservation and scientific administration of limited natural resources, on the social ownership of the instrumentalities of economic production and the universal enjoyment of the fruits, and on a social democracy devoid of artificial stratification based on economic exploitation. Such is the promise of American life, of the world life."

ANECDOTES OF FAMOUS PERSONALITIES

Shriner, Charles A. Wit, Wisdom, and Foibles of the Great. Together with numerous anecdotes illustrative of the characters of people and their rulers. Large 8vo, pp. viii–689. New York and London: Funk & Wagnalls Company. $5 net.

For the orator, after-dinner speaker, student, or desultory reader such a volume as this may prove a veritable treasure. It is a collection of anecdotes, judgments, and sayings by and about four hundred "great" ones—"emperors, kings, statesmen, jurists, and other eminent personages." These may give insight into character, point a moral, or illustrate a principle. They aim to give the human side of the subject. A few phrases or expressions come in for explanation or elucidation, such as "benefit of clergy," "Brother Jonathan," "Chouan," dauphin, and the like. The incidents, anecdotes, estimates, and quotations are proportioned in number and length to the importance of the subject. To Chester A. Arthur, for instance, is given half a column, to Bismarck twenty-six pages. To the most prominent individuals is devoted also a bibliography, while each citation given is traced to its source or author. Especial attention has been paid to reviews, magazines, and the daily and weekly press, and these on a vast scale, on the principle that these are usually the result of such special research as corrects the possibly erroneous work of historians, and certainly supplements them, and are the consequence often of challenge and special effort to elicit the truth.

The volume is the result of prolonged, patient, and persistent effort, intelligently directed to accentuate the less-known traits and elements of character. The arrangement is alphabetical, and there is an index which serves also as an analysis

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of the treatment in the text. This is useful, therefore, as a conspectus, showing at a glance what one may find in the body of the book. There is a secondary index which for purposes of illustration may prove even more serviceable. Its entries are such as Affection, Conjugal; Amusements; Courage; Money Matters; Vindictiveness; Wit and Humor.

It is a volume, therefore, which belongs in the revolving case or on the desk, a treasury from which to draw the feathers to wing the shaft or the point to make the arrow stick. Or it will serve equally well to enrich the mind in spare minutes with intimate knowledge of the great characters in modern history—sixteenth century or later.

OTHER BOOKS WORTH WHILE

Raemaekers, Louis. Cartoon History of the War. 4to, pp. 200. New York: The Century Company. $1.75.

This is the second volume of four in which Raemaekers's war-cartoons are being gathered, arranged with explanatory comment in chronological order, and put on sale at a popular price. The drawings in this volume deal with both the great and the small events of the war, from August, 1915, to August, 1916. Mr. Raemaekers was prophet enough to see at the time that some of the apparently minor happenings of this war were really more significant than the great battles and sweeping campaigns. This, for instance, was the year of the Cavell and Fryatt murders and the sinking of the *Sussex*, as well as of the Austro-German conquest of Servia, the evacuation of Gallipoli, and the German offensive at Verdun. Some of the most striking drawings in this volume are the one showing the Kaiser counting his bag of British children killed in air-raids, several depicting the slaughter at Verdun, a number illustrating Germany's campaign for peace on her own terms, "The Last Ride," showing pale Death riding behind the Kaiser, and the famous "German Tango," with exhausted Germania clasped in the arms of a grinning skeleton.

Wolf, Simon. The Presidents I Have Known. From 1860 to 1918. Pp. 464. Washington, D. C. $3.

Mr. Wolf's acquaintance with Presidents is extended; his book contains chapters on Buchanan, Lincoln, Johnson, Grant, Hayes, Garfield, Arthur, Cleveland, Harrison, McKinley, Roosevelt, Taft, and Wilson. Theodore Roosevelt gets more space than any other President. Some of the most interesting material, however, comes in connection with the brief administration of James A. Garfield. Garfield sent Mr. Wolf to Egypt as Consul-General. Mr. Wolf, it may be noted, has always taken a very active part in all efforts for the improvement of the lot of his fellow Hebrews in all countries. One day while he was in Egypt there were rumors of a great native uprising. The British Consul-General came in and gave the American Consul-General, sitting in a Cairo hotel, a chance to make a reputation as a humorist by making a remark which circulated for years in Egypt and even in other countries. Said the British Consul-General excitedly: "My dear colleague, there is going to be an uprising among the natives to-night and they are going to slaughter all the Christians and Europeans." As Mr. Wolf goes on: "I drank my coffee very complacently, and, receiving no response from me, he reiterated his statement and I replied, 'How does that concern me? I am neither a European nor a Christian.'"

Clemenceau, Georges. France Facing Germany. Pp. 395. New York: E. P. Dutton & Co. $2.

This is a collection of characteristic excerpts from speeches and articles delivered or written by Mr. Clemenceau before his accession to the war-time Premiership of France. They deal with the origins of the war as well as with the progress of hostilities and the title well describes the idea which runs through the whole volume. The first selection is a speech delivered during Mr. Clemenceau's earlier term of Premier in 1908, and it breathes his passion for the recovery of Alsace and Lorraine. The second is a Senate speech on the Morocco agreement of 1911. Then there are a series of utterances which may be grouped about the Zabern affair. Then the war comes and we read Clemenceau's fiery and patriotic comments on its events up to the summer of 1916. Selections from the speeches printed in this book have appeared in articles in other departments of recent issues of THE LITERARY DIGEST.

Hergesheimer, Joseph. Java Head. Pp. 255. New York: Alfred A. Knopf. $1.50 net.

In one of the season's popular plays, the problem of love between a man of the West and a woman of the East is solved by the very simple expedient of discovering in the very last scene of the last act that the supposed full-blood Chinese girl is really the daughter of an American missionary. Mr. Hergesheimer does not resort to anything quite so crude as this. But he does end a similar situation by letting the Chinese wife of a Salem sea-captain commit suicide just as the racio-romantic problem becomes really interesting. The story gives something the effect of the opening chapter of a serial. There are clever character portrayals and a rather vivid impression of old Salem with its prejudices, its New England ways, and its sea-trade glories just beginning to dim. The most charming thing in Mr. Hergesheimer's book is the description of the Manchu lady who is dropt down so unexpectedly into the Amidon household. And there is a real thrill in her encounter with the opium-crazed Dunsack.

Thorndike, Lynn. The History of Medieval Europe. With maps, including fourteen full-page and five double-page. Pp. 640. Boston and New York: Houghton Mifflin Company. $2.75.

Professor Thorndike has written a history text-book of a new type. It is a difficult task to squeeze the history of Europe from the beginning of the Christian era to the opening of the sixteenth century within six hundred-odd pages. Professor Thorndike has succeeded in keeping a true perspective. The forest does not obscure the trees. Great movements, epic-making personalities, are strest and detail is subordinated. The result is that the student or general reader has his attention focused on Justinian and Charlemagne, Gregory the Great and Innocent III., and does not confuse them with long lists of unimportant emperors and popes with similar names. For this reason we miss the usual chronological lists and genealogical tables, a few of which, however, might well have been included for purposes of reference. The maps must be commended both for number and selection. Students who have used this text should be able to shut their eyes and see the divisions of feudal France, the scope of the Holy Roman Empire, and the movements of barbarians. Some of Professor Thorndike's best chapters are those describing the growth of the Christian

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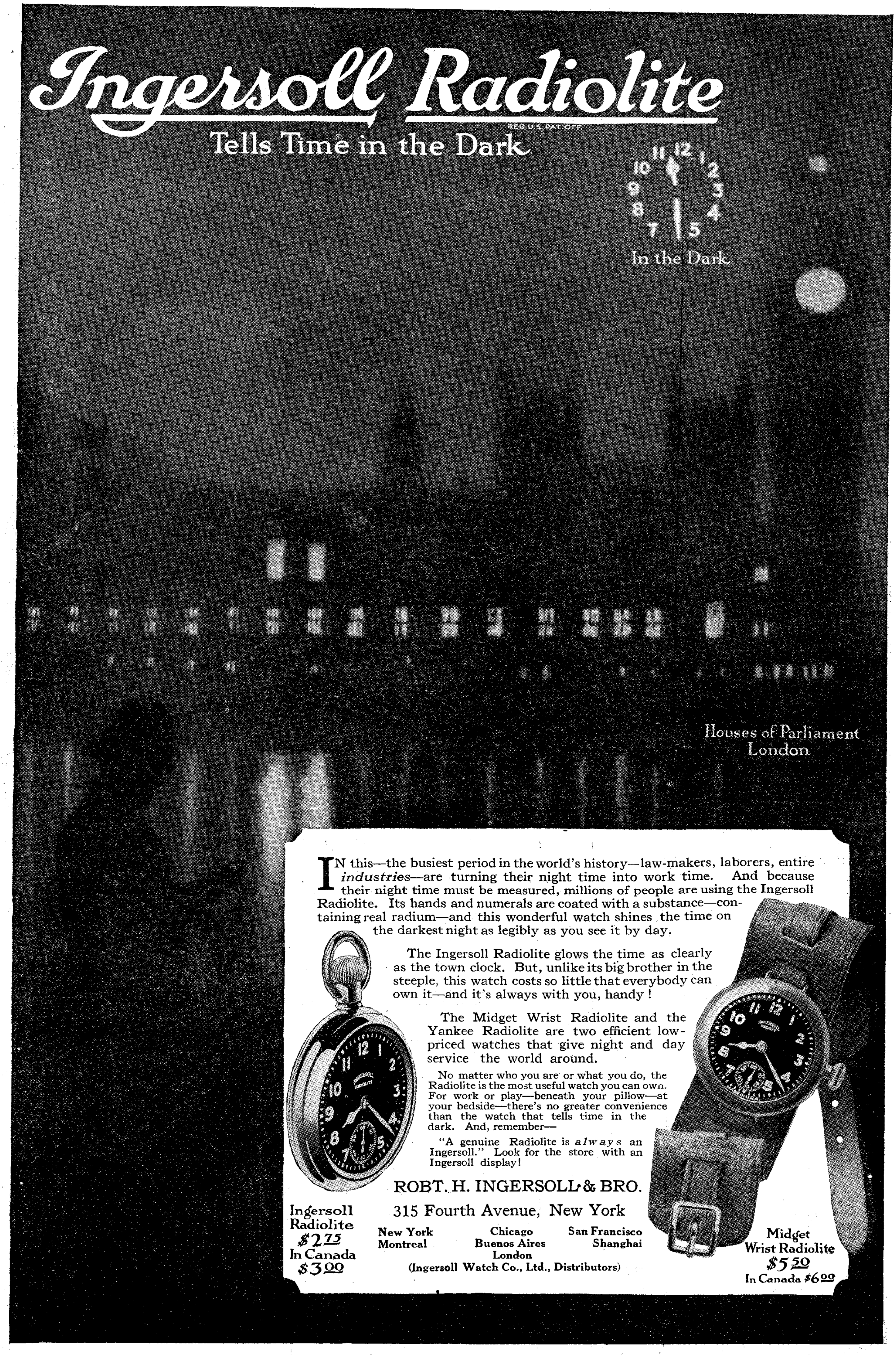

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Church, the development of medieval learning, of unions, and of trade-gilds.

RECENT FICTION

Gale, Zona. Birth. Pp. 402. New York: The Macmillan Company. $1.60.

Nearly half of this novel describes the married life of an unambitious, unprepossessing salesman and a beautiful village orphan who met by chance in Mrs. Arrowsmith's dining-room. Marshall Pitt, the hero, is one of those good, but good-for-nothing, heroes whom many novelists just before the war seemed to delight in. He is the one completely drawn character in the book. Barbara, his wife, is the center of some of the most dramatic scenes, but is snatched away from the reader as soon as interest in her psychology has been fully aroused. Jeffrey, the boy whose birth is meant to be the central fact of the story, curiously fails to arouse sympathy. There is a decided dropping off of interest toward the end of the story, the real climax of which is Barbara's flight after the birth of her son. The thing Miss Gale does well is the creation of minor characters, everyday Middle-Westerners of Burage. There are village girls whose "faces had stopt"; Mrs. Hellie Copper with her philosophy of life and marriage; Mrs. Henry Bates, fifty, heavy, shapeless, who had had her seven children and two husbands, but whose mind ever went back to the time of her triumphs when "my waist measured just eighteen inches and my curls met it."

Cabell, James Branch. Beyond Life. New York: Robert M. McBride & Co. $1.50.

"People interested in adroit thinking," especially if such people do not mind a semioccasional slopping-over into trite paradox or rather sophomoric erudition, will find a good ten hours of intellectual stimulation in Mr. Cabell's new story-essay. As the fiction runs, John Charteris, an ironical, disillusioned, but occasionally enthusiastic novelist, talks the night through of matters that have to do with literature and life—such as the lure of the Golden Girl that is every man's unattainable ideal; prohibition, which is no ideal of Mr. Cabell's; unhappiness in marriage; the happiness to be attained through a proper invocation of the romantic spirit, and, in brief, of the excellent good and depraved bad of which so much of life seems to be composed. However, only the wise in certain conceits could have written about it with Mr. Cabell's charm.

Jazz.—It is a far cry from the Golden Age, when the gods dwelt among men, to the Age of Jazz, when the gods flee and cover up their ears, but in the long jumps that get us nowhere, and the high hurdles that serve no purpose but to unsettle the markets, we are all to the mustard.

The underlying theory of Jazz is to think the worst of the popular taste and then conform everything to that conception.

It isn't confined to music, however.

We have Jazz Poetry, or free verse, and Jazz Dancing, which is the free verse of motion. A thousand churches show forth in their exteriors the Jazz architecture of the day, and their pulpits resound with Jazz Theology. We pour out our millions to give our youth a Jazz Education, while reform wreaks itself far and wide in the production of Jazz Politics.

As for Jazz Drama—

We read about releases. It is a technical term, but everybody understands what it means. It means that things are being let loose upon us.—*R. B. in Life.*

WORLD-RECONSTRUCTION PLANS

(*Continued from page* 23)

one office to the other and get away in the shortest possible time.

"At the Ordnance office he turns in his equipment, except his steel helmet and clothing, which he is allowed to keep. The representative of the Soldiers' Civil Reestablishment Department gives him such information and advice as he may require and a card of introduction to the nearest branch of the Provincial Returned Soldiers' Commission. To the head office of the latter a record is sent of all men interviewed by this representative. The paymaster issues the man a check covering his back pay, clothing allowance of $35, and first month's War Service Gratuity. Finally the Officer Commanding gives each man his discharge certificate and passes him on to the railway agent from whom he receives a free ticket to his home town. The military authorities also conduct an information and complaint office in charge of an officer specially qualified for that purpose.

"As soon as the man is handed his discharge certificate, he is a civilian, and immediately passes from under the control of the Department of Militia and Defense. But the care of the Government does not end at this point. The military authorities supply adequate quarters and rations for the men until train-time and for those who wish to stay overnight. Out-of-town men who are given overnight leave, and do not wish to remain in barracks, can find the best of accommodations at hostels provided by the Y. M. C. A., Knights of Columbus, and the Salvation Army. In Toronto, for instance, these three organizations have provided ample accommodation at the low rate of twenty-five cents for a bed and twenty-five cents for a meal. The same is true of Montreal, tho here the Salvation Army has no hostel. This lack is, however, more than made up by the Khaki League, a local organization which has recently increased its accommodation to four hundred beds. This League gives the soldier free board and room for the first ten days, but after that charges the unit rate of twenty-five cents."

No returning soldier fails to receive a hearty welcome to his home town, as reception committees have been organized in every locality to receive every man as he leaves his train. Soldiers' dependents, returning from overseas, are cared for much in the same manner as the fighting men themselves.

Canada justly prides herself on her treatment of her troops, which is probably more generous than that of any other nation. In addition to whatever back pay, pension, or clothing allowance may be due, every soldier or sailor honorably discharged on or after November 11, 1918, receives a War Service Gratuity, consisting of his pay, field allowance, and separation allowance for a period beyond his discharge. The maximum gratuity is for 183 days' pay and allowances, which is given to a man who has served three years, any part of his service having been overseas. Soldiers and sailors discharged before November 11, 1918, receive war-service gratuities only if they served in the actual theater of war. Others are entitled to "post discharge pay" only.

Another pressing matter is the care of the wounded:

"Speaking in Toronto, on December 16, 1918, General Mewburn stated that there were 32,000 hospital cases in England and 10,000 in France. 'These must not be hurried home,' he went on to say. 'They are now getting the best hospital treatment in the world and to move them before they are sufficiently recovered might have very serious results.'

"However, as soon as such men are fit to move they are brought home on hospital-ships in care of the Canadian Army Medical Corps. On arriving at the Atlantic ports they are taken on hospital-trains to the various military hospitals and are kept in charge of the military authorities until certified by a Board of Medical Officers as either cured or in such a condition as to require prolonged or permanent institutional care.

"In the latter case they are taken on the pay-rolls of the Medical Services Branch of the Department of Soldiers' Civil Reestablishment and placed in suitable hospitals. This branch is under the direction of Lieut.-Col. F. McKelvey Bell. It has built or taken over a large number of institutions throughout the country and has made arrangements for the care of its patients in numerous other hospitals not under its control. Thus on December 1, 1918, 3,490 patients were under treatment in over 150 institutions.

"Sanatoria for treating tuberculosis under the most favorable conditions are operated in every province under the direct supervision of this branch. Occupational therapy has played a big part in the sanatoria where soldiers are being cared for, and the vast majority of cases recover.

"In addition to the tubercular patients, mentally affected cases form a large class of those cared for by this branch, which has one institution set aside for patients who are likely to respond to treatment. Incurables, who can not take industrial reeducation and become self-supporting, are to be cared for in special hospitals, one of which is already in operation at Toronto."

Arrangements have also been made for the free treatment of recurrent illness or disability, primarily due to war-service. Artificial limbs are provided free by a Government factory in Toronto, the fitters being, for the most part, veterans themselves wearing artificial limbs.

If a soldier through his service has been incapacitated for the resumption of his former occupation, the Government trains him for new activities, supporting him during the period of his training. The educational work is carried on by the Vocational Training Branch of the Reestablishment Department, and is of two types: First, occupational therapy, carried on in hospitals, which involves the teaching of occupations to bedridden patients. As far as possible, these occupations are useful, but often the weaving, basket-making, and similar industries taught, are more for the improvement of the patient's condition than for commercial value. In this work Canada has been closely followed by the United States.

Vocational training is given after the

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disabled soldier has been brought before a Disabled Soldiers' Training Board for a consultation to determine what kind of training would be most suitable:

"The Board consists of the District Vocational Officer, selected because of his ability as a vocational counselor; a medical man who is able to pass upon the physical possibility of a disabled man engaging in any occupation proposed; and a representative commercial or industrial man, who is qualified to advise upon the likelihood of permanent employment, good wages, and promotion in the line suggested. The man's own previous experience is thoroughly discust, with a view to finding some kindred trade where his early training will stand him in good stead. As a result of this practical, sympathetic, and thorough examination, very few decisions have ever had to be reversed and a considerable majority of those who have taken the courses have been located by follow-up officers as successfully engaged in the occupations for which they were trained. The number of actual failures has not reached 5 per cent.

"The courses themselves cover a wide range and are given under a variety of conditions. Existing technical schools and university engineering and agricultural departments have been largely utilized. In some training centers splendid new schools have been equipped. Most of the training, however, is given in industries. The C. P. R. Angus Shops, the Russell Motor-Car Company, the Acadia Sugar Refinery, the Granby Mining and Smelting Company, the Dominion Steel Company, and hundreds of other large and small private corporations have whole-heartedly offered their cooperation. A survey is first made of industries in each district, the surveyor classifying all the various occupations according to the needs of the Reestablishment Department. Note is taken of the physical abilities required by each occupation and of the disabilities which workers may have without impairing their efficiency.

"Frequently the work in the school and in the industries can be combined, the former giving the preliminary training in the use of certain tools or the operation of certain machines or perhaps the 'book-learning' which will enable the man more readily to take his place at the factory bench."

While undergoing training, a single man receives $50 a month. A married man receives $38 a month for himself and $38 for his wife. If he has a wife and child, the allowance for them is $42. Where there are more children, larger allowances are granted, the maximum being $55.

Needless to say, Canada has a carefully worked-out pension system, which is, however, of less practical interest to American readers as the United States Government has substituted war-insurance for pensions. But Canada's forethought in providing the machinery to secure employment for discharged soldiers is especially noteworthy. Organization for this purpose had its inception in the passage of the Employment Offices Coordination Act in the spring of 1918. Under this act the Dominion Government shares equally with the provincial governments the cost of organizing and operating employment offices in all the urban centers, and, when necessary, in smaller places. The plans called for the immediate establishment of sixty-four such offices. In each province the local offices are linked together by a provincial clearing-house in the capital city. Daily reports from and to each local superintendent, by wire if necessary, furnish information as to labor needs and opportunities in every locality. Each office has its staff of interviewers, record clerks, and stenographers, and especially of canvassers or "salesmen," who visit manufacturers and other employers to find places for applicants. An advisory council of employers and employees is attached to each office. All service is without charge. The offices will facilitate the movement of farm labor, for example, to the regions where it may be required, and will generally increase the mobility of labor.

The Department of Labor is also employing field agents, experts in such industries as lumbering, mining, and shipbuilding, who are to travel through the Dominion to report upon labor requirements in their special fields. Weekly reports from trade-unions state the extent of unemployment in unionized trades. All employers of twenty-five or more laborers receive weekly post-card questionnaires upon vacancies, discharges, or anticipated needs for men or reductions of force. By this system, it is anticipated, the greatest possible service will be given to both workers and employers. While the employment offices are for the use of both soldiers and civilians, special provisions have been made to insure employment for returned soldiers. In every province there are Returned Soldiers' Commissions—in Ontario 142 branches, in Manitoba 301, and in Alberta over 500—to keep former soldiers in touch with the nearest employment offices and to safeguard their interests.

Some features of Canada's admirable plans for her returning soldiers are paralleled in the programs of other nations. In Great Britain, the reports of the Council of National Defense indicate, the Government has created a Civil Department of Demobilization which deals with all questions relating to the reemployment both of ex-soldiers and sailors and of civil war-workers.

Provision is being made for the technical and commercial training of discharged officers and men, and for state assistance for apprentices whose apprenticeship has been interrupted by war-service. Priority in release from military service is given to men having definite employment awaiting them, especially "pivotal men," meaning those whose early release will be of immediate national value.

In Australia, partly disabled soldiers who have received vocational training in Victoria, have chosen, among other vocations,

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clerical work, French polishing, artificial-limb making, poultry farming, cabinet-making, fruit-growing, motion-picture operating, and wool-pressing. Returned soldiers may receive, upon approval of a State Board, loans up to thirty-five pounds for the purchase of furniture, or up to fifty pounds for material, plants, and seeds. Soldiers' widows are also eligible to receive grants and loans for the purchase of business establishments, for vocational training, for the education of children, and for relief in various emergencies.

South Africa has a National Fund for the vocational training of disabled soldiers. Returned soldiers are rapidly finding re-employment through returned soldiers' committees distributed through the Union of South Africa.

In France all mobilized persons must, wherever possible, be reemployed in their former occupation at salaries not less than those received before mobilization. Proof that resumption of the employment is not possible is obligatory upon the employer. The Chamber of Deputies recently granted all demobilized soldiers a gift of $50. In addition, all soldiers who took part in the fighting will receive $4 a month for the time they were mobilized, while all others will receive $3 a month.

Both Canada and Australia have taken measures for the settlement of returned soldiers on the land. In Canada it has been made especially easy for ex-soldiers to acquire farming land, agricultural training, and necessary preliminary loans and equipment. In France, where there is no new land to be taken up, military pensioners and civilian victims of the war may obtain from the Crédit Agricole loans for the acquisition of small holdings in the country. The loans bear interest at one per cent. and are redeemable in twenty-five years. The guaranty required from the borrower is a mortgage on the property and a life-insurance policy in favor of the lending company.

Among the activities in behalf of disabled soldiers in Germany, one of the most interesting was the establishment, in Baden, of a company for the purpose of starting special centers of industry for those who were not likely to hold their own in the open labor market. The industrial plants acquired by the company included a saw-mill, a factory for the construction and repairing of machinery, a jewelry factory, and a wood-working shop. It has been found that blinded men may practicably be employed in the paper, incandescent lamp, chocolate, box, tobacco, and pen and tool factories. Much attention has been paid to finding opportunities for those whose sight has been destroyed, and the men have themselves formed a "German League of Blinded Soldiers."

The transition from war to peace conditions created many problems in regard to labor. In Great Britain, where enormous numbers of men, women, and children were employed in munitions-factories, these civilian workers have been demobilized as gradually as possible, those who were necessarily thrown out of work receiving allowances during periods of unavoidable unemployment for a maximum period of thirteen weeks. Men over eighteen received $6 a week, women over eighteen, $5 a week. Allowances were granted to juveniles conditioned upon their attending a course of instruction.

A report upon juvenile employment to the British Ministry of Reconstruction states that the great demand for young people for work through long hours, at disproportionately high wages, has been exceedingly demoralizing. In order to minimize the mischievous effects of the conditions of the last four years on the rising generation, the report recommends that efforts be made to insure that girls and boys now thrown out of work be protected against the demoralization consequent upon sudden unemployment, that their characters, physique, and industrial qualifications be improved by training, and that they shall be prepared to return to industry as soon as there are suitable openings. The report includes a recommendation that centers for unemployed boys and girls be established in all towns with a population of more than 20,000.

Labor-problems are intimately connected with the cost of family maintenance, which is consequently a matter of frequent investigation. We are told:

> "A committee appointed by the British Chancellor of the Exchequer to inquire into the actual increase since June, 1914, in the cost of living of the working people, has issued a report in which it is estimated that the average rise in family expenditures of the working people between July, 1914, and June, 1918, was seventy-four per cent., the increase of expenditures of skilled workers being sixty-seven per cent., and of unskilled workers eighty-one per cent. Counter-balancing factors, other than increased wages, were abundance of employment, rise of workers from unskilled to skilled groups, and a large addition of women to industry, who have supplemented family incomes."

Schemes for industrial arbitration are occupying the various governments, and the housing problem also demands attention. In Great Britain house-building has often been carried on by Public Utility Societies, somewhat of the nature of our Building Loan Associations. A committee appointed by the Minister of Reconstruction to consider how to encourage private enterprise in building houses for the working people recommends that the state assist the activities of the Public Utility Societies by loans of eighty per cent. of the value of any housing schemes that they may carry out, such loans to be at the lowest possible rate, advances to be made during building, and repayment to be spread over a period of fifty years. The committee's opinion is that unless the state extends aid, private enterprise will postpone building until labor and materials are cheaper, and urgently needed houses will not be forthcoming.

The Canadian Government has planned to spend $20,000,000 in public works and improvements, of which large sums will be used in such centers as Montreal, where the unemployment situation demands special attention.

Plans for industrial and agricultural reconstruction are so numerous and varied that it is feasible to give only a few details. France, Belgium, and Italy have, of course, special problems to meet in their devastated districts. In the invaded regions government aid is especially required. One great scheme provides for the adaptation of the munitions-factories to the needs of reconstruction. Foundries can turn out rails, plows, and tools in place of guns; works that produced explosives may be utilized for the manufacture of fertilizers, and shops that have been working in wood for airplanes can make window- and door-frames. Cooperative buying is also an expedient widely adopted in France.

Italy has been studying the problem of bringing up to the maximum efficiency such land as is not well cultivated. All the land in the kingdom is to be carefully surveyed. The Government will probably require private owners either to develop their land to the highest point by scientific methods, or to rent it either to the state or to persons who will use the proper means of cultivation. To quote:

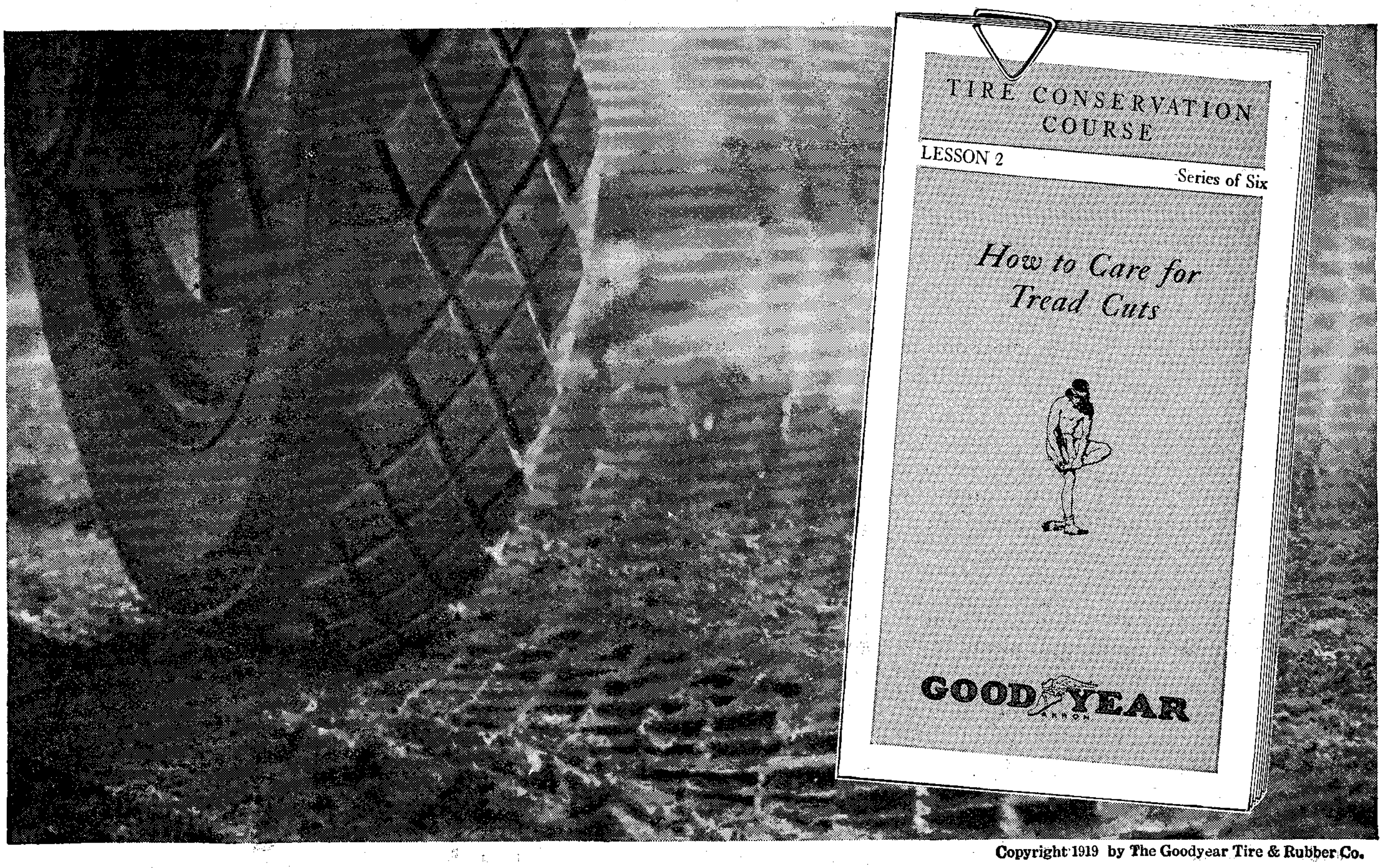
> "An association to protect farmers against speculative prices for agricultural material and implements has been formed by the Bank of Central Italy for agriculture and commerce. The association plans to purchase large quantities of all things needed in the cultivation of land direct from the manufacturers and producers at a time when prices are most convenient and then to sell them to the farmers without profit. A system of rationing the supplies of seed and implements will be established so as to insure a fair and equitable distribution. Warehouses will be planned in various centers so that the farmers need not be forced to dump their products on a market when over-supplied. In these the farmers will be permitted to store their goods at a small cost and money will be advanced to them if needed, with the stored goods as a guaranty."

Measures have been taken for protecting the forest lands, and it has been recommended that frozen meats be largely imported in order to insure the conservation of live stock.

In Great Britain, we read:

> "The Board of Agriculture and Fisheries has given notice to farmers that the prices to be fixt for the 1919 crop of the cereals at present controlled will in no case be less than the prices at present in operation for the 1918 crop. These cereals are rye, wheat, oats, and barley. The notice applies to England and Wales only."

The Government has negotiated for a



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If such cuts are not promptly and properly repaired, they enlarge rapidly, and deepen.

Sand and moisture are forced in and tread separation soon begins.

If the injury is still neglected, the moisture penetrates the body of the tire and after a few months, causes fabric rotting, ending in a blowout.

◇ ◇ ◇

Inspect your tires regularly and frequently. As soon as a fresh tread cut is noticed have it repaired, or repair it yourself as directed in Lesson 2 of the Goodyear Conservation Course.

Make a can of Goodyear Tire Putty a part of your car's equipment.

With it you or your chauffeur can repair tread injuries quickly and at a cost of only a few cents.

Any Goodyear Service Station can supply it and many other Goodyear Tire Savers — inexpensive little things that save big tire bills.

The Goodyear Tire & Rubber Co., Akron, Ohio

GOODYEAR
AKRON
TIRE SAVERS

billion square feet of Canadian lumber of all grades, valued at about $40,000,000.

Among the industrial improvements contemplated in British plans are the elimination of fuel waste, the development of potash supplies, and the development of the dye industry by means of state financial aid. The metal and wool industries are to be especially stimulated.

Railways and other means of communication figure largely in reports from European countries. France has had the grateful task of arranging for the linking of the roads of Alsace-Lorraine with the French system. From Germany it is reported that the Krupps are busy constructing railway material, especially trucks, in preparation for extensive traffic following the signing of the treaty of peace. In Great Britain a Select Committee of the House of Commons has reported in favor of a unification or amalgamation of railway systems, whether under private ownership, government ownership, or government management or control. Later, the Minister of Munitions reported that the Government expected to take over the operation of the railways, as there was no way under present conditions in which private interests could handle the roads of the United Kingdom in such a manner as to give adequate transport facilities for the rapid revival of industry. It appears from a report to the Ministry of Reconstruction that:

> "Competition between the big railways has resulted in an unnecessary multiplication of types and that in no other country has individuality been allowed so much free scope, with the result that British railways are severely handicapped and their operation not so economical as it might be. The committee recommends certain steps to be taken for carrying out standardization of railway plant as far as it is practicable to do so."

Early last summer the Spanish Government announced its intention of issuing a loan for two or three milliards of pesos (approximately two or three billion dollars) in order to take over the railways of the kingdom and to build new branch lines.

During the war the political difficulties of Switzerland were greatly increased by her dependence upon the belligerent countries for fuel; consequently, the General Direction of the Swiss Federal Railways has outlined a detailed plan for the electrification of the roads through the utilization of water-power.

During the present year the Canadian Government will expend probably $50,000,000 on the railways of the Dominion.

Aerial postal service is an accomplished fact, and there are many projects for its extension. In France, we learn,

> "The Interministerial Commission has planned and elaborated to its least details the most complete system of aerial communication between the principal towns of France, which is ready to be brought into action the moment circumstances permit. The service most carefully worked out is that from Paris to Nice, calling at Dijon, Lyons, and Marseilles, to be eventually extended to Genoa and Rome."

Last December an air-mail service of one machine a day was already in operation between London and Glasgow by way of Newcastle and Edinburgh. The British Government has for some time had under consideration what steps must be taken to develop and regulate aviation for civil and commercial purposes, and the extent to which it will be possible and advisable to utilize the war-trained personnel in commercial aviation, and yet leave a surplus for naval and military requirements. The *Deutscher Aussenhandel* of August 15, 1918, is quoted to the effect that:

> "Austria has had since April a line from Vienna to Lemberg; Hungary has instituted one between Budapest and Odessa, and Brest-Litovsk and Kief; Denmark, between Copenhagen and Skagen, for mails and passengers; and Italy between Rome and Turin, and between the mainland and Sardinia. A service between Paris, Brussels, and London is contemplated after the war. Lines are projected, but not yet working, between Paris and St. Nazaire; Paris, Marseilles, and Nice; Stockholm and Gulf of Finland; Petrograd and Moscow; Odessa and Constantinople; Stavanger and Aberdeen. In Holland postal air communication is contemplated between Amsterdam and Groningen, and Rotterdam and Groningen."

In New Zealand, the Postmaster-General has announced that upon the conclusion of peace it is proposed to establish an air-mail service from Auckland to Dunedin, a distance of about seven hundred miles.

In regard to shipping, it is the declared policy of the British Government to release privately owned tonnage from national control as speedily as consistent with public interests. Government ships are to be sold to private owners. All priority in supplies, labor, and the housing of workmen is to be given to ship-builders, and it is the desire of the shipping controller that private yards shall in future be open to ship-owners. A cablegram from the United States Consul-General in London, dated January 9, states that:

> "The Ministry of Shipping announced increased tonnage available for bringing imports to Great Britain by 10,000,000 tons of goods a year. The amount of space available for commercial cargo in North America is doubled, and instead of cargo competing for space, space is now competing for cargo."

The Italian Government has authorized the construction, at Naples, of the greatest dry dock on the Mediterranean. In *Italy To-day* it is stated that:

> "Under a recent decree, all new merchant ships which become part of the merchant marine from August 27, 1918, to December 21, 1920, if acquired abroad, or from January 1, 1920, to June 30, 1921, if constructed in Italy, may not enjoy the liberty of free operation, but will be chartered by the Government for two years."

During 1919 the Canadian Government expended $40,000,000 in ship-building, the average cost of construction being about $200 a ton.

The great demand has stimulated ship-building all over the world. It is interesting to note that in the Philippines efforts are being made by the Government to promote the building of ships, particularly for interisland trade.

Long before the close of the war, Great Britain was making preparations to secure preeminence in overseas markets, and all methods to improve production and distribution are being adopted in order to increase export trade. The British Manufacturers' Corporation is one of the newer organizations for this purpose.

Canada has established a Canadian Trade Commission with headquarters in Ottawa and connections in London, for the purpose of developing Canadian export trade, and especially with a view to securing orders for materials to be used in reconstruction work in the devastated areas.

Japan has created the Municipal Foreign-Trade Bureau at Yokohama, which will aid in establishing a great commercial museum in that city.

An extract from *Der Welthandel* states:

> "A syndicate named 'Spes' (*Syndicat pour l'Exportation Suisse*) has been formed under the auspices of the chambers of commerce of Basel, Geneva, and Zurich for the purpose of encouraging the export of Swiss products. Goods of purely Swiss origin will be marked with the trade-mark 'Spes.' Any Swiss producer of trade commodities may belong to the syndicate, provided he has fulfilled the statutory conditions regarding the Swiss origin of his goods, the capital employed, and the persons engaged in their production."

According to a report from the United States Consul-General at Barcelona,

> "A Commission of Spanish Engineers has been appointed by royal order to study the actual state and probable development of the metallurgical industries in the republics of South America, including an investigation of the possibilities of Spanish commercial expansion, the markets for Spanish metallurgical products, and the procuring of raw materials."

The Uruguayan Government has issued a decree providing for the first American Congress of Commercial Education and Economic Commercial Expansion, to be held at Montevideo. The object will be (*a*) to study the manner in which commercial education is to be guided and developed in each country and (*b*) to study the means of accomplishing in an adequate manner the economic commercial expansion of and between the nations of the American continent.

Perhaps it is in line with the declaration of the president of the London City and Midland Bank that every effort must be made to insure London's continued status as the financial center of the world that a British Royal Commission has been appointed to consider the advisability of

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Secretary Daniels says

General Ordnance Company:

The Department desires to express its appreciation of the excellent work done by your Company in connection with the manufacture of depth charge projectors. The projectors are considered a valuable weapon, and due to the diligence shown by your Company, it will be possible for the Department to place these guns in service immediately. It is anticipated that they will be a considerable factor in connection with the anti-submarine warfare.

Very respectfully,
JOSEPHUS DANIELS

This Company Now Makes National Tractors

SECRETARY DANIELS' letter proves the high character of the work of The General Ordnance Company during the war.

The Company was preeminently successful in exceeding its contract requirements by 50% in the manufacture of naval ordnance, the famous Y Gun referred to by Secretary Daniels and the internationally used Davis Aeroplane Gun.

Now, turning its skilled hand from weapons of destruction to machines of construction, The General Ordnance Company is manufacturing the National Tractor.

The National Tractor is not an inventor's dream but has behind it years of patient research, experiment and development. It has made good on the farm and did its bit in helping to raise the food which won the war.

The men of the Ordnance Company, whose previous engineering and manufacturing experience was perhaps as extensive as that of any other group of men in the United States, selected the manufacture of the National Tractor for their field of future activity only after a careful investigation of the entire tractor situation. In association with the men who developed and produced this successful machine, they are already enlarging the plants devoted to its manufacture and increasing its production to meet the pressing and nation-wide demand for a powerful, *economical and successful tractor.*

The Company is now making contracts with a limited number of representative distributors all over the United States, and proposes to back up these distributors with an extensive national advertising campaign, production right and in quantity and cooperation to the limit.

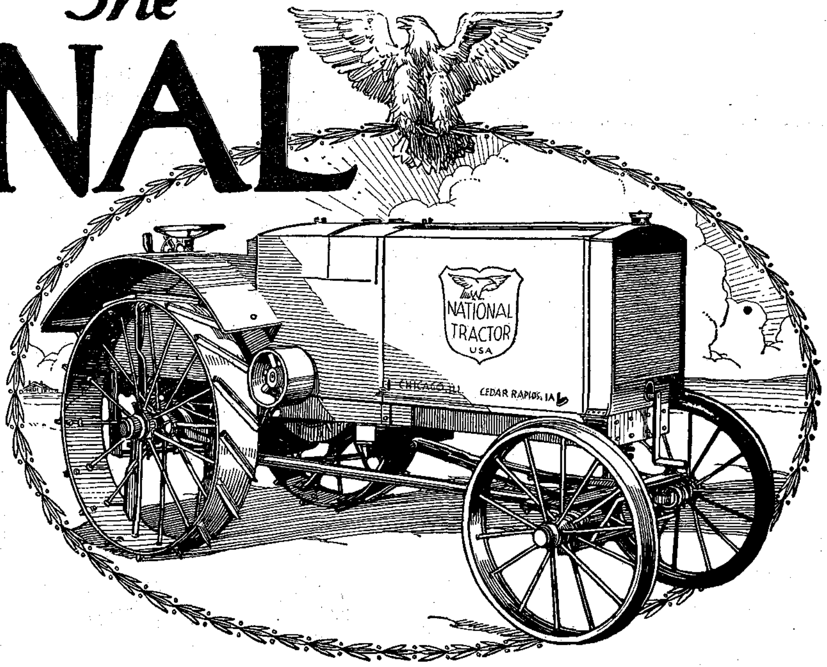
If you are a man of this type—if you know the future of the tractor business and have only been waiting for the finally successful tractor backed by a progressive and successful company, communicate with our New York Office at once.

We want you to meet the men who are applying to this work the ideals of "nothing but the best" and that on time—which made them make good for the government.

We want you to make a thorough investigation of the National Tractor—to prove it to yourself—to learn why it will dominate the field—a thing which you can only believe after conclusive and thorough demonstration.

We shall be glad to have you write us immediately, and if possible make an appointment when you can come to New York and be given all the facts on what is going to be the big tractor business of the future.

The NATIONAL Tractor



National Tractor Company
(Division of the General Ordnance Co.)
New York Office: 512 Fifth Avenue (Dept. A)
Plants: Derby, Conn., and Cedar Rapids, Iowa

"To the Fourth Generation"

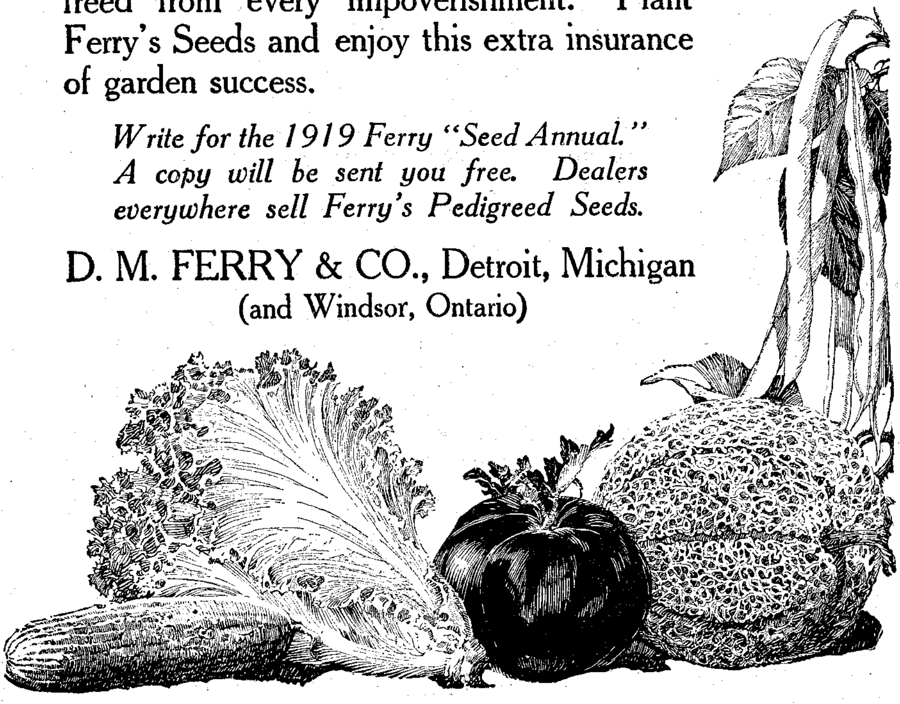
Imperfect flowers, tasteless, ill sized or tough vegetables have "no pride of ancestry, no hope in posterity." Their imperfections, under ideal conditions, might be worked out in from four to forty generations. But you cannot afford, year after year, to select the best samples from vine and plant and rear the seed to restore the perfect qualities nature ordained.

FERRY'S SEEDS

are the result of many generations of scientific selection. They hold the promise of Nature's perfect qualities freed from every impoverishment. Plant Ferry's Seeds and enjoy this extra insurance of garden success.

Write for the 1919 Ferry "Seed Annual." A copy will be sent you free. Dealers everywhere sell Ferry's Pedigreed Seeds.

D. M. FERRY & CO., Detroit, Michigan
(and Windsor, Ontario)



placing the currency of the United Kingdom on a decimal basis.

From a quotation from the *Welthandel* it appears that Holland, taught by bitter experience during the war, has been making many efforts to render herself independent of other countries. Thus we read:

> "The progress of the lignite industry is noteworthy, the annual output reaching roughly 1,000,000 tons. A company is developing the nitrates industry (winning nitrogen from the air). Newly discovered phosphate beds are being worked by a *consortium.* A salt-mining industry has been started which will entirely meet all demands at home. The recent construction of the first ferroconcrete ship in Holland has led to the erection of large mills for the manufacture of ferro-concrete. All these undertakings signify the beginning of completely new industries in Holland. It is recommended that the director and managing director of any company actively employed in Holland shall be of Dutch nationality, that the majority of shares be held by Dutchmen, and that in undertakings of peculiar national importance, such as shipping and mining, the state should be represented."

The *Messager d'Athènes* states that the lignite-mines at Florina are to become state property. This is the first step by the Greek Government toward acquiring all the mines in Greece.

It has often been discust whether emigration would be increased or checked in consequence of post-war conditions. From the Italian paper, *Il Sole*, it appears that the Emigration Section of the Italian Reconstruction Commission has emphasized the necessity of regulating emigration in such a way that it should not check the imperatively necessary increase of national production.

Nothing Concealed.—THE JUNIOR SUB (conjuring at the men's smoker)—" Now, are you quite sure the haversack's empty?"

HIS ASSISTANT—" Absolutely, sir. The rabbit wot you put in it's got away, sir."—*London Sketch.*

WARNING!

BEWARE OF SUBSCRIPTION SWINDLERS!

Swindlers are at work throughout the country soliciting subscriptions for popular periodicals. We urge that no money be paid to strangers even tho they exhibit printed matter apparently authorizing them to represent us, and especially when they offer cut rates or a bonus. THE LITERARY DIGEST mailing list showing dates of expiration of subscriptions is never given out to any one for collection of renewals. Better send subscriptions direct, or postpone giving your order until you can make inquiry. If you have reason to suspect that the members of your community are being swindled, notify your chief of police or sheriff, and the publishers, and arrange another interview with the agent at which you can take such action jointly as may seem proper.

FUNK & WAGNALLS COMPANY,
354–360 Fourth Avenue,
New York City.

There's an Oliver Dealer Near You

Think what that means in service to every farm owner! The knowledge that you can drive to town today—any day—and get an Oliver Plow or an Oliver part, and how important such a service is this Spring when the ownership of a tractor and of a plow, even at the last moment, will insure the planting and harvesting of a crop from acres that otherwise would be unproductive.

From the very beginning the Oliver effort has been to make the Oliver Institution something more than a distant and impersonal factory. The Oliver conception of its purpose is frankly this: First—To build a product that will stand up under the hardest usage, rendering honest service; and that will fit the seed bed best. Second—To place within immediate reach of every farm, a competent dealer. The duty of that dealer is not simply to sell Oliver tools. He must co-operate with the farm owner to the fullest extent.

Oliver dealers help to bring to the farm owners in their territory a more complete knowledge of the tillage required by the different soil conditions, of plow designs, of the proper plow hitches, of tractor construction and operation — information that the Oliver Chilled Plow Works has gained from over sixty years experience in the manufacture and study of farm implements.

For Oliver is selling, not just plows, but results—not just farm implements, but more bushels.

The Oliver dealer wants you to be satisfied. He realizes that it is just as much to his interest as it is to yours that you receive the fullest service of which Oliver Implements are capable, and he is ready to co-operate with you to the limit in making sure that you receive that service.

This Spring, therefore, when you are buying a tractor, choose your plow and tractor tools carefully.

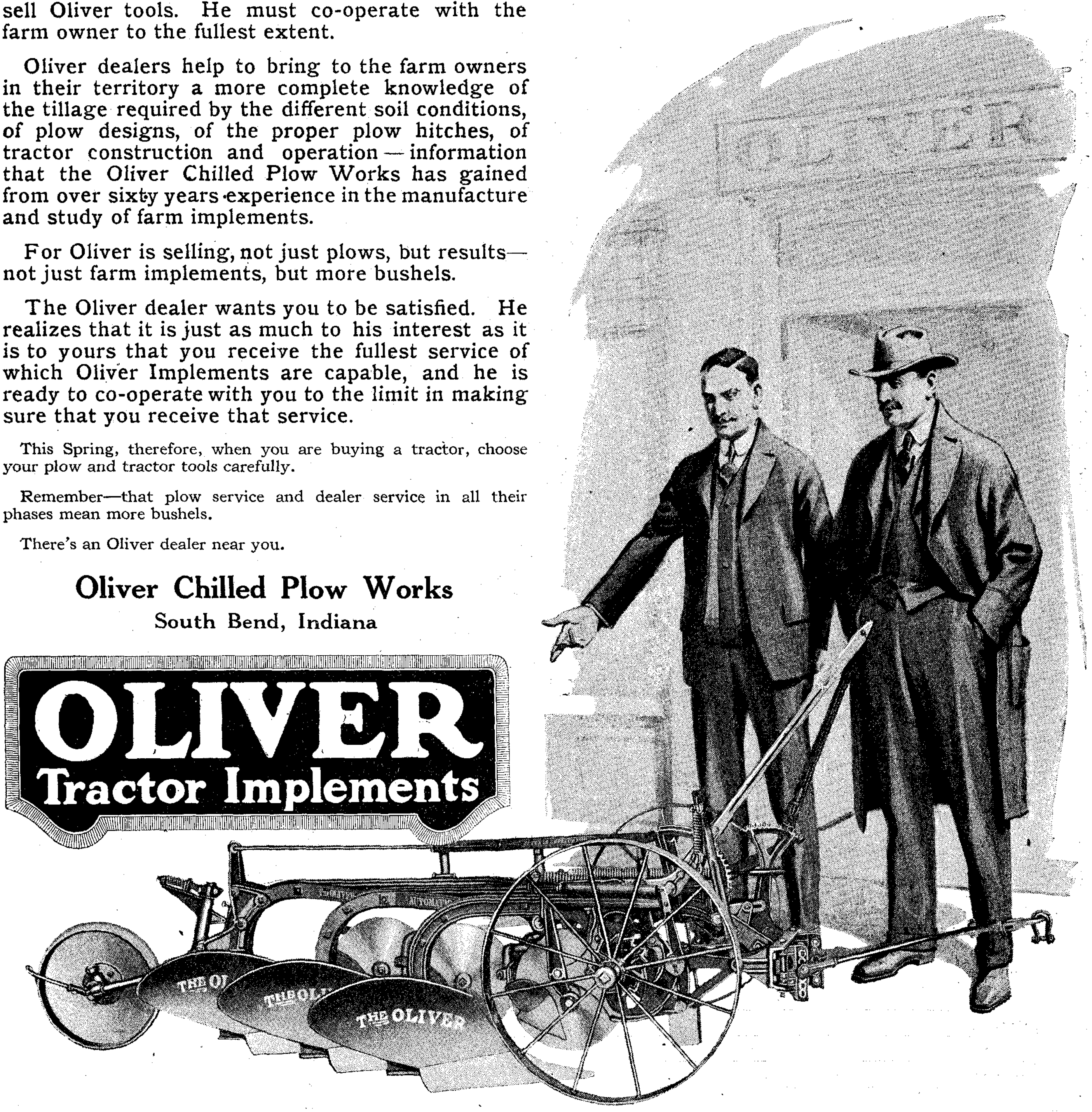
Remember—that plow service and dealer service in all their phases mean more bushels.

There's an Oliver dealer near you.

Oliver Chilled Plow Works
South Bend, Indiana

"Oliver Plowed Fields
Bring Greatest Yields"

OLIVER
Tractor Implements



Baker's
Barrington Hall
The Steel-Cut
Coffee
SOLUBLE
Barrington Hall
Coffee
Baker Importing Co. New York. Minneapolis

THE CRYSTALLIZED EXTRACT OF

Barrington Hall Coffee

Send Today For Trial Jar!

AFTER four years of preparation and months of valiant service in front line trenches, Soluble Barrington Hall Coffee is now released by the U. S. Government for civilian use. Until your grocer can supply you, send us his name and 45c and we will mail you a full size jar to acquaint you with the smooth, delicious flavor of this new coffee.

The vacuum-sealed, standard glass jar contains the pure, crystallized extract of a pound of Baker-ized Barrington Hall Coffee which is percolated for you at the factory by expert coffee makers and reduced to a concentrated powder. All you have to do is add hot or cold water and serve. It dissolves instantly.

"Good-Bye, Old Coffee Pot"

Soluble Barrington Hall makes your bothersome coffee pot or percolator unnecessary. Messy coffee grounds are eliminated and there is no waste, no waiting, no uncertainty as to results.

Ask Your Grocer For It!

We are supplying the grocery trade as fast as possible but if your grocer has not yet received his shipment of Soluble Barrington Hall, send us his name, with 45c, the regular retail price, and we will mail you a full-size, standard jar (the crystallized extract of a pound of Baker-ized Barrington Hall Coffee).

BAKER IMPORTING COMPANY

244 North Second Street
MINNEAPOLIS

124 Hudson Street
NEW YORK

CUT HERE

Enclosed find 45c for which please send a full-size standard jar of Soluble Barrington Hall Coffee.

(Name)____________________

(Address)____________________

(Grocer's Name)____________________

(His Address)____________________

PERSONAL GLIMPSES

WITH THE YANKEE "SUICIDE FLEET" IN FRENCH WATERS

ITS official title was "The United States Patrol Squadron Based on the Fleet in European Waters," but it was called either "The Easter Egg Flotilla" or "The Suicide Club" for short. Doubtless the "Easter Egg" idea was suggested by the nestful of "eggs," or depth-bombs, that each of the little boats carried ready to drop over the stern. As for the reason that the squadron began to be called "The Suicide Club," that is simplicity itself. In boats that were never expected to fight, the largest of them hardly more than seven hundred tons gross, many of them so delicately balanced that the weight of the single gun they had to carry was almost enough to turn them topsy-turvy, any of them sure to be instantaneously distributed over the sea if touched by a torpedo, life is likely to be a precarious and brief matter. Most of the vessels were extemporized from pleasure yachts; and their crews were extemporized in much the same manner. From stokers to commanders, the men had volunteered from every rank of life, and from every part of the "good old U. S. A.," that most of them regretted they had ever, in a moment of mistaken enthusiasm, left behind. Nevertheless, says Reginald Wright Kauffman in a lively account of "Our Navy at Work," recently published by Bobbs-Merrill, "there is not a pilot on the French coast but will tell you that, within six months after the arrival of this mosquito flotilla, the S. O. S. calls were reduced by more than half." As he sums up the matter poetically in a bit of verse that heads his first chapter:

Now, Mr. Wall of Wall St., he built himself a yacht,
And he built that yacht for comfort and for speed;
He didn't mean that it should go
Beyond a hundred miles or so;
He wanted something made for show,
Where he could drink and feed.

Then Uncle Sam'l went to war and hadn't any boats,
Or not enough to guard the stormy green,
And so he said to Mr. Wall:
"I'll take your six-feet-over-all
And set it out to get the call
Upon the submarine."

"A cruising-fighter? Never!" (The experts chorused that.)
"She'll sink before she's half-way out to France."
But Sam cut out her bathtubs white,
He painted her a perfect fright
And loaded her with dynamite:
Says he: "I'll take a chance."

"Good night!" said Wall of Wall St.; the experts said it, too;
But Uncle Sam was sot and sibylline;
His little plan, it warn't a josh,
Wall's boat's as dry's a mackintosh;
She fights, b'gum; what's more, b'gosh,
She gits the submarine!

Just how she gets the submarine, and is sometimes got by the same, is related at some length. Says Mr. Kauffman:

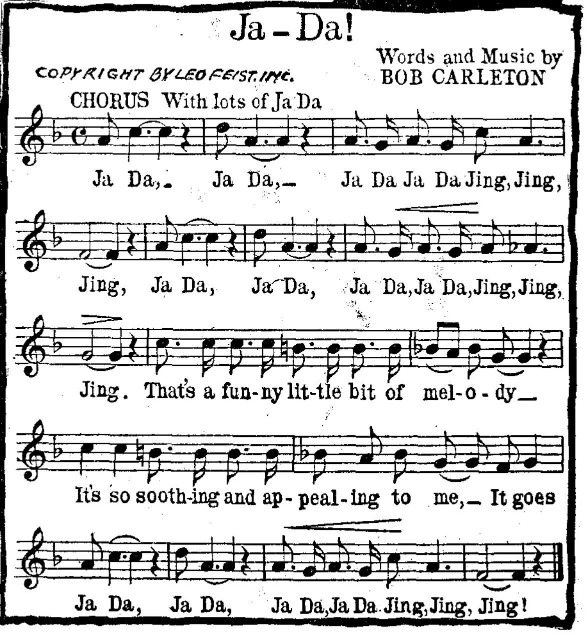
I first sailed with the Suicide Fleet in the early autumn of 1917. . . . Those were

Two Song HITS
You Can't Get Away From

SHAKE hands with two wonderful song hits, newcomers from "Song Headquarters." You'll be glad to know them 'cause they're full of that war-is-over-lets-be-happy spirit of 1919—'cause they make you smile and hum and whistle and feel good all over.

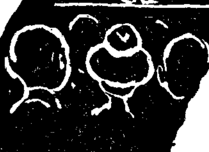
They're songs alive with fascinating melody, rounded out with snappy lyrics—that's why they've swept into popularity at the theatres, the restaurants and wide-awake homes.

Take this page to your piano and try out the choruses—sing 'em—learn 'em—*get the complete sheet music wherever music is sold.*


Ja-Da!
COPYRIGHT BY LEO FEIST, INC.
Words and Music by BOB CARLETON
CHORUS With lots of Ja Da
Ja Da, Ja Da, Ja Da Ja Da Jing, Jing,
Jing, Ja Da, Ja Da, Ja Da, Ja Da, Jing, Jing,
Jing. That's a fun-ny lit-tle bit of mel-o-dy_
It's so sooth-ing and ap-peal-ing to me,_ It goes
Ja Da, Ja Da, Ja Da, Ja Da. Jing, Jing, Jing!

You Hear Them Everywhere

You can't go wrong with any 'Feist' Song
L.F.



On the Talking Machine

At the Dance

On the Player Piano

"Ja-Da"—the Jazzensation

The jazziest jazz song ever jazzed—a new hit composed by that part of the U. S. Navy known as Bob Carleton—sung all over that part of the world known as the United States. "Ja-Da," with its peculiar, tantalizing dance-song melody, is already a big favorite wherever there's life and music—in the theatre, the cabaret and the home. Take this page to your piano and try it out—you'll know why "Ja-Da" is a tremendous hit.

"Salvation Lassie of Mine"

There's no reward like the appreciation of work well done—and that reward goes out to the Salvation Lassie in this wonderful new song written by Jack Caddigan and "Chick" Story. The warm, honest words and beautiful melody are real appreciation for all the hot coffee and doughnuts, all the comfort and cheer the Salvation Lassie so bravely distributed where life was just a memory. Try it out.

ON SALE NOW

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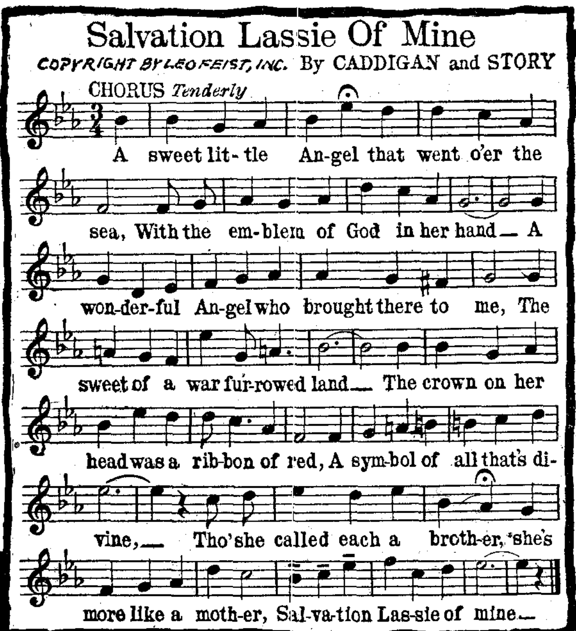
All music published in the new convenient size, "easy-to-read" style, originated by Feist.


Salvation Lassie Of Mine
COPYRIGHT BY LEO FEIST, INC. By CADDIGAN and STORY
CHORUS Tenderly
A sweet lit-tle An-gel that went o'er the
sea, With the em-blem of God in her hand_ A
won-der-ful An-gel who brought there to me, The
sweet of a war fur-rowed land_ The crown on her
head was a rib-bon of red, A sym-bol of all that's di-
vine,_ Tho' she called each a broth-er, she's
more like a moth-er, Sal-va-tion Las-sie of mine_

OTHER BIG "FEIST" HITS

"Johnny's In Town" "Chong"
"In the Old Sweet Way"
"How Are You Going to Wet Your Whistle"
"The Navy Will Bring Them Back"
"The Rose of No Man's Land"
"The Kiss That Made Me Cry"
"Every Day Will Be Sunday When the Town Goes Dry"
"In the Land of Beginning Again"
"You'll Find Old Dixieland in France"
"Dreaming Sweet Dreams of Mother"
"Everything is Peaches Down in Georgia"
"I'm Sorry I Made You Cry"
"Please Don't Take My Harem Away"
"K-K-K-Katy" "Heart of Wetona"
"I Ain't Got Weary Yet"
"My Belgian Rose"
"If I'm Not at the Roll Call"

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Band or orchestra 25c each
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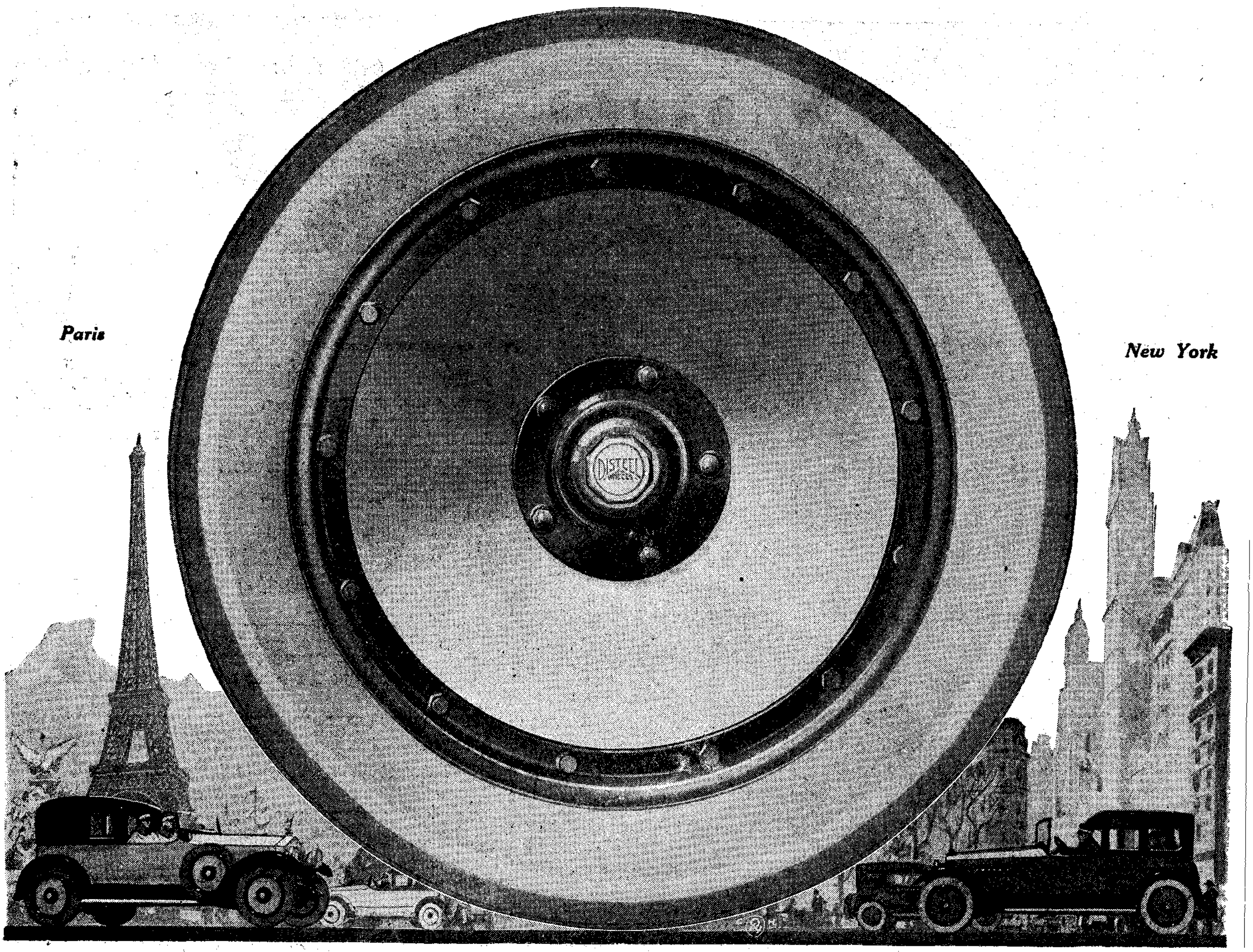

DISTEEL WHEELS

The Wheels That Complete The Car

PERHAPS the most significant thing we can say about Disteel Wheels is the fact that discriminating motorists of three continents adopted them before we had an opportunity to say anything.

They had only to see Disteel Wheels to realize that at last Science had reached the Wheels of the Motor Car and had decreed that the Wheels, like the rest of the Car, should be made of Steel, that they should be scientifically designed and precisely manufactured.

DISTEEL WHEELS

These discriminating motorists of the world realized that Disteel Wheels complete the body-design and enhance the appearance of the Car; that they have eliminated such crudities as rattling and squeaking; that they make tire-changing simple and easy; that they are easily cleaned, stay tight and stay round; that they are lighter and stronger, save tires and stand up against skidding.

In a word, the discriminating motoring public, for whose discernment we are grateful, were quick to accept and adopt Disteel Wheels because they opened a new epoch in comfortable, elegant and economical motoring.

We have a Disteel Wheel Book for you, if yours is a Quality Car.

DETROIT PRESSED STEEL COMPANY, DETROIT, U. S. A.
NEW YORK OFFICE: 1846 BROADWAY *at* 61st STREET
BOSTON FACTORY BRANCH: 925 BOYLSTON STREET CHICAGO FACTORY BRANCH: 732 MICHIGAN AVENUE

the days when the harlequin-yachts had but one chance of safety.

"It's this way," I remember a volunteer of forty-two explained the matter: "A sub's torpedo costs about $25,000, and our boats have been so knocked about by this time that their market value isn't more than $15,000 apiece. Of course, once in a while we do so much damage that Fritzie loses his temper and thinks we're worth a tin fish. If he ever hits us, it's good night; we're so little and we carry such a lot of explosives that we'd never know what struck us. That's the way it was with the *Alcedo*. I was aboard her."

He told me about the *Alcedo*. I repeat his words, as nearly as possible, verbatim:

"It was night, and winter, and cold. We was bringin' up the tail of a convoy. I was below, asleep in my bunk. All of a sudden—bang!

"I didn't need to be told what that was. I was out of my bunk and at the door before the explosion was over—mebbe the explosion threw me out.

"Something had happened to the lights, and everything was pitch-dark. I grabbed the door-knob—and the door had jammed.

"Don't ask me how I got that door open. I don't know. I remember jerkin' down a bunk and hammering at the door with the bunk's iron framework, and then, the next thing I remember, I was on deck.

"The way the men that was on duty behaved, you can tell that best from one story. We had a gob named Proon—something like that. He was one of the forward gun-crew and was at his station when the torpedo struck us. Nobody seen her coming. Nobody knew there was a sub anywhere near. We just all of a sudden got it. Well, this fellow Proon, or whatever his name was, he was blown overboard, clear into the sea. Force of the explosion, you know. They found out afterwards both of his shoes was blown off, and one ankle broken and one sprained. But he swam back to the ship and crawled to his station at the gun, altho he knew all along we were done for—and he stayed there till Four Stripes gave the order to abandon ship. It was all over in about five minutes, but it seemed like five hours.

"About me. By the time I got on deck the show was done. There was one fellow in the fantail. I yelled to him where was the others.

"'They're all gone,' he says. 'Lend a hand here,' he says, 'an' we'll launch this raft.'

"You see, he was tryin' to launch a raft. I helped, but it was dark, and she was goin' down by the head, and there was only the two of us.

"When the raft was 'most ready, I says:

"'Is that a life-preserver you got on?' It was dark, you understand.

"An' he says, yes, it was.

"So I says:

"'Well, I'm goin' to try to find one.'

"He told me not to be a fool, for there wasn't no time to spare. But I ran down to my bunk—slid most the way—but it was blacker down there than on deck, even. So I beat it on deck again an' tried to find the place where I knew a locker used to be. I sung out to that fellow on the fantail—he was close by—I sung out:

"'Let me know when she goes!'

"Right away, almost, just when I found that locker and was hangin' over it, he calls:

"'Here she goes, Charley!'

"And with that I jumped. There wasn't a chance of gettin' back to him, so I jumped.

"It was freezin' cold in the water, an' the water was full of men swimmin'. You'd butt into them. I bumped one. From his voice I knew it was a fellow named Coleman that they used to say had been a porter, or somethin', at the Waldorf Hotel in New York. Along with me, he got to a four-man raft; but it had five men on it, an' he seen he'd only make things dangerous for everybody else if he stayed on. So he just says:

"'Good-by, boys, an' good luck!'—an' dove off.

"I heard a boat picked him up an hour later, an' he was 'most all in. But I was glad he was picked up.

"I got to another raft somehow. It was bigger, but fellows kep' climbin' aboard till it was gettin' overcrowded, too. There was an officer in command.

"One o' the first fellows on her was a young Jew fellow. We used to guy him, one way an' another, in the old days. Well, by and by, the officer he says:

"'This raft's overcrowded. There's one too many on her. One of us'll have to go.'

"Just then there wasn't any other raft, let alone a boat, anywhere in sight, but no sooner'd the officer said about somebody havin' to go than the Jew, he saluted, an' 'ay, ay, sir,' he says, an' jumped off into the water.

"It was a little after that that one of the *Alcedo's* boats come alongside an' she was almost empty an' took us all off the raft.

"We couldn't see anything, and of course the convoy'd got away as fast as it could. That's accordin' to orders; when a sub gets into action, the convoy must run; if you stayed to pick up survivors you might all get caught.

"So we went pullin' along, not knowin' whether we was headin' for France or New York, when, just out of nothin' at all, there was the sub right on our starboard bow. A lot of men were standin' on her deck.

"'What ship was that?' one of them asked. He talked good English. I guess he was the captain.

"A gob in our boat shouted out *Alcedo* before our officer could stop him. He told her tonnage, too.

"But the Dutchman, he didn't seem to know the name, for he says next:

"'What was she?'

"Then our officer, he says:

"'Empty tramp. Bound home.'

"'An' who are you?' asks Fritz.

"'Twelve o' the crew,' says our officer.

"'Any officers among you?' says the German.

"'No,' says our officer. 'An' which way's land?' he says.

"The Dutchman told us one way an' went below; but he must 'a' thought better of it, for we hadn't gone but a few strokes before he was up again an' yellin' after us that just the opposite way was the right way—an' it was.

"That was the last we saw of him. We pulled for fifteen hours. Every once in a while, we'd kind 'a' lose heart an' quit. When you was relieved from rowin', you'd lie in the bottom an' think things. I heard one of the other boats dried their tobacco and tried to smoke, but hadn't got any dry matches, so they just threw it away because it was an aggravation there. Some of us were better off, for we were chewers. I'd learned to chew, workin' in the steel-mills, an' I think it about saved my life.

"Well, anyway, we made land at last. I was all in, lyin' in the bottom an' all

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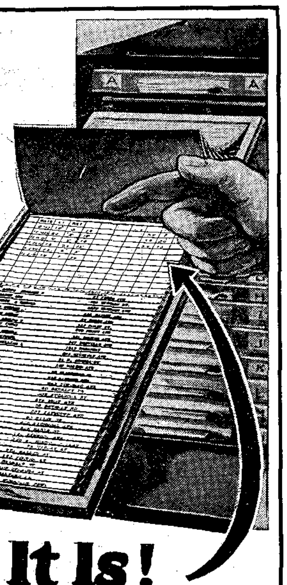

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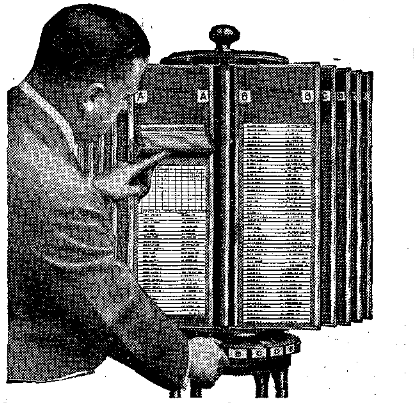

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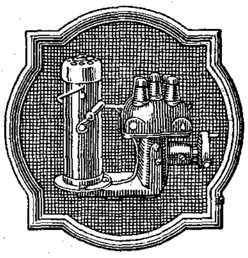


ready to die, when somebody yelled, an' I jumped up an' seen a pretty white lighthouse—I never did see anything so pretty as that lighthouse was—an' right away all my strength come back, an' I took an oar an' pulled like a dray-horse.

"We landed at a funny little French village, where they hadn't seen Americans before, an' they made such a feast for us that we all says we're goin' back there—when the war's over. They gave us their own kind o' clothes an' wooden shoes—an' that's the way we was all drest when we got back to the base."

As the survivor concluded, I recollected that I had heard, from the doctors at Naval Base Hospital No. 5, who told me of the arrival of the other boats' crews, which, picked up by a French destroyer, had made the same port wherefrom the *Alcedo* had started. It was night. A wireless message from the attacked convoy warned them to be ready for survivors. They cruised the harbor, and beyond it, to no purpose.

"We returned at last to the pier," said one doctor, "and almost at once that little wasplike destroyer appeared. She made a beautiful landing, but her load of survivors were dreadfully done up. One of them was so weak that he couldn't walk. He collapsed and fell into the water between the boat and the pier. It was a nasty place for a rescue, but Dr. Herman dove in, with two sailors, and got him out. The sort of condition those *Alcedo* men must have been in to begin with, tho, is shown by the fact that we didn't have one case of pneumonia among them."

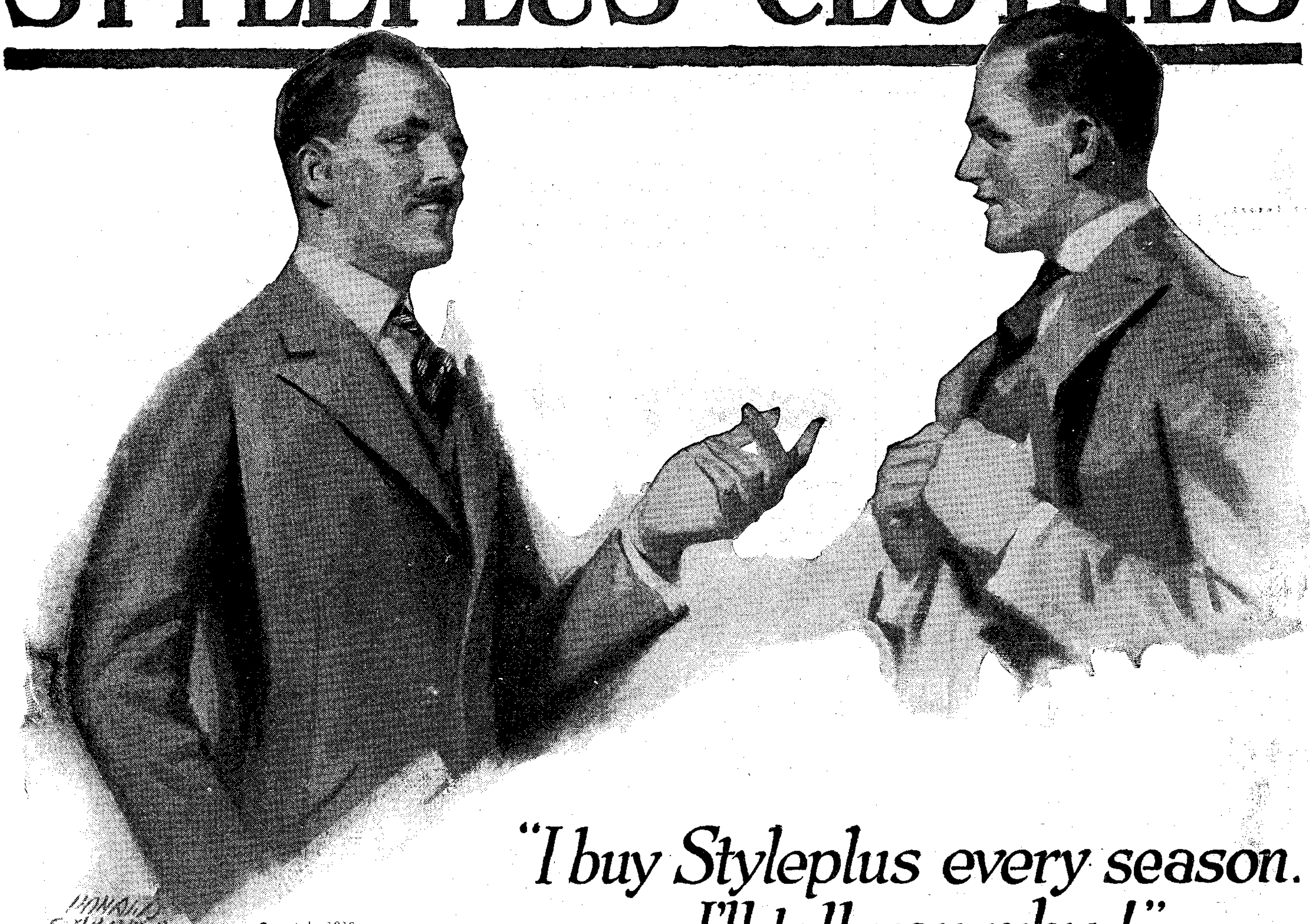
The tedium of the men's lives aboard these little boats when there was "nothing doing" at times made them feel almost friendly toward the idea of being torpedoed, or having anything happen to them that would give them some of the excitement that most of them had come to find. In Bordeaux, says Mr. Kauffman, he ran upon a group of officers on leave, and he asked them the inevitable question: "Have you had any action?" One of them replied;

"Not much this trip. Still, we've had eight sub scares—not a buoy or a floating box, but the real thing. Six times we had a chance to open fire, and, out of that half-dozen times our shots never but once landed more than ten feet away from the mark. Once one of the lookouts called the commander's attention to a sea-gull that didn't seem to be behaving naturally; we took a look—and that gull had come to rest on a periscope. We gave her"—he used the word that the term "depth-charge" has gradually changed to—"we gave her a death-bomb, but I think she got away."

It was on this occasion that, says the author, they fell to talking of the *Antilles*. On his converted yacht, the officer that had just been speaking was present when that homeward-bound transport was torpedoed. Mr. Kauffman continues:

"She settled by the stern in four minutes," he told me, "and then the water got to her boilers and they exploded. The explosion raised the ship clear of the water. In one sense it was a blessing; only four boats had been got over the side, and two of those capsized; there hadn't been time to launch the life-rafts, and nearly everybody had jumped into the

STYLEPLUS CLOTHES



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"I buy Styleplus every season. I'll tell you why!"

"I used to buy my clothes on the 'hit-or-miss' plan, first in one store and then in another. If I saw a suit that *looked* all right, I bought it.

"Sometimes I got good clothes. I was never sure.

"Now I buy all my clothes at one store—the Styleplus Store here in town.

"The advantage is that each suit has the Styleplus label in the collar, the price label is put right on the sleeve by the makers, and they guarantee the clothes.

"See the point? I *know* the manufacturer is back of these clothes and they *must* be good. I *know* that the price is right.

"This way cuts all the bother and uncertainty out of buying clothes.

"Styleplus style and Styleplus quality suit me down to the ground. The prices are always reasonable.

"Be a Styleplus 'regular,' old man, and your clothes troubles are over. You'll never have to apologize for your appearance.

"And you'll always get your money's worth!"

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water, but that blast shook the rafts free and spread them broadcast within reach of the swimmers. Not of all, however; as the *C*—— steamed up for rescue work, she sighted a jacky floating astride of an ammunition-box that turned out to have one six-inch shell left in it. He stood up on the box and wigwagged to the *C*—— with his arms, to take care on account of that shell, and not to ram the loaded box."

There was a marine who had been so ill that he was ordered home aboard the *Antilles*. He was rescued and ordered home on the *Finland*. He set out on her and, when she was torpedoed, his arm was broken. When I last saw him he was wondering whether the Navy would trust another ship to the waves with such an ill-starred passenger.

"We were convoying the *Finland*"—a mosquito-fleet man, an officer of the *W*——, told the story—"and I was in the wardroom at about 9:20 A.M., when I heard the daytime sub-signal: six blasts on the whistle. I think I couldn't have been more than twenty seconds getting on deck.

"'What's wrong?' I asked the first jackies I ran into.

"'*Finland's* torpedoed,' they said.

"I looked at her. For quite a bit you couldn't have told that anything had happened to her, but the convoy was running around, dropping depth-charges. The flag-ship signaled us that our job would be looking after survivors—it wasn't a case where running away would help, and, besides, there was a chance —we could see it at once—of saving the transport.

"A good deal of stuff had been flung overboard and, as I watched, more came over. Then they began to get the boats off her—there was a considerable sea running—and most of them swamped. It wasn't a pretty sight by a long shot.

"We started in through the wreckage and worked till noon, picking up twenty-six men, but it was the toughest kind of work, owing to the roughness of the water; we were pitching so that it was next to impossible to get anybody aboard. We had to go slow, and the result was that most of the rescued had been too long in the water. Some of them couldn't raise an arm to show us where they were; a lot were doubled up with cramps, and, whereas nearly all began by shouting for help, pretty soon—in about half an hour, I should say—there wasn't a sound to be heard from them.

"All of a sudden, we sighted a fellow about seventy yards away from us, practically done for and giving in. He had a life-preserver on, and that's all that was keeping him afloat; there was a moment when it was doubtful whether there was any life in him at all. Well, there followed the best piece of rescue-work that I've ever seen.

"That man was to windward of us, and of course we were drifting faster than he was; every second increased the distance between us and lessened his slim chances, and there was no time to try to bring ship around. Ensign English, a reserve officer, stript and grabbed a heaving-line—a heaving-line is seven-eighths of an inch thick—and jumped into that high sea of icy water.

"We thought, of course, he'd not live to reach the chap. I never saw harder swimming. The fellow from the *Finland* was a good eighty yards away by now, but English fought through about seventy yards of it, fighting his way over the huge waves—and just there he found that the line wasn't long enough.

"What did he do? He swam back—back to the ship again—got a double length rope and went after that fellow a second time! Yes, sir. And he got him —God knows how—but he got him! Chucked about in those waves, he made a noose with two Matthew Walker knots, so it wouldn't slip, and put it around the *Finland* man and drew it fast, signaled to us to haul, and then beat his way back with one hand while he helped hold up the dying man's head with the other."

A complete story, in outline, of the work of the "Suicide Fleet" is contained in a series of dispatches which the writer picked up at base headquarters. The location mentioned, he explains, lay just outside the American zone, where, at first, there were no American patrols. The messages, with changed names for the ships and deleted locations, are given as follows:

10:28 A.M.—Message from the French merchant-ship *Victoire:* "S. O. S. 473,150. Being torpedoed thirty miles west of—."

10:30 A.M.—Same message regarding the same ship, transmitted by other ships that had picked it out of the sky.

10:47 A.M. — From the *Victoire:* "Torpedo missed, but submarine has risen and is shelling us. A shot missed us by thirty meters."

10:52 A.M.—From *Victoire*: "No. 1—S. O. S.;—SS. SS. Being gunned. Latitude ——. longitude——. Speed, ten knots."

11:15 A.M.—U.S.S. *Perry* to the *Victoire:* "Keep on that course. Am heading for you."

11:55 A.M.—From *Victoire:* "N.—— S. O. S.——SS.SS. Being gunned. New position, —— degrees, —— minutes, N.; —— degrees, —— minutes, W."

12:45 P.M.—U.S.S. *Perry* to Base headquarters: "Have rescued *Victoire*."

In a later chapter, a tragedy of the sea in which an American ship was the victim is "told for the first time." The account was written before the end of the war, and is as detailed as the naval censorship at that time permitted. If only as a fitting tribute to the supreme heroism with which American sailors met this tragedy, the story deserves to be supplied with the names which Mr. Kauffman has been unable to give. His account is sufficiently detailed to show, as he says, that the catastrophe brought forth bravery "so far unsurpassed even in the records of this war, in which physical bravery is so common." He writes:

It was only shortly before the end of my nine months' stay in France that the horribly burned survivors of the American cargo-steamer, the *Florence H.*, which was blown up near the coast of that country, were pronounced by their physicians to be in a condition permitting them to tell their stories of an event that cost so many lives and that proved a test, splendidly met, of the American Navy's best traditions. A formal French, and an informal American, naval inquiry were straightway made, and I was fortunate enough to have that inquiry thrown open to me. Because of the hitherto mostly concealed stories of heroism there elicited by the examinations, I want to tell something of the catastrophe involving them. That heroism has, so far, been unsurpassed, even in the records of this war, in which physical bravery is so common, and my only regret is that, tho the names of the rescuing ships and of their boats' crews were mentioned by Admiral Wilson in his public commendation of their actions, and tho my mention of the same names was permitted by the naval censor at our base in France, Mr. George Creel's Committee on Public Information has asked me to suppress most of them here.

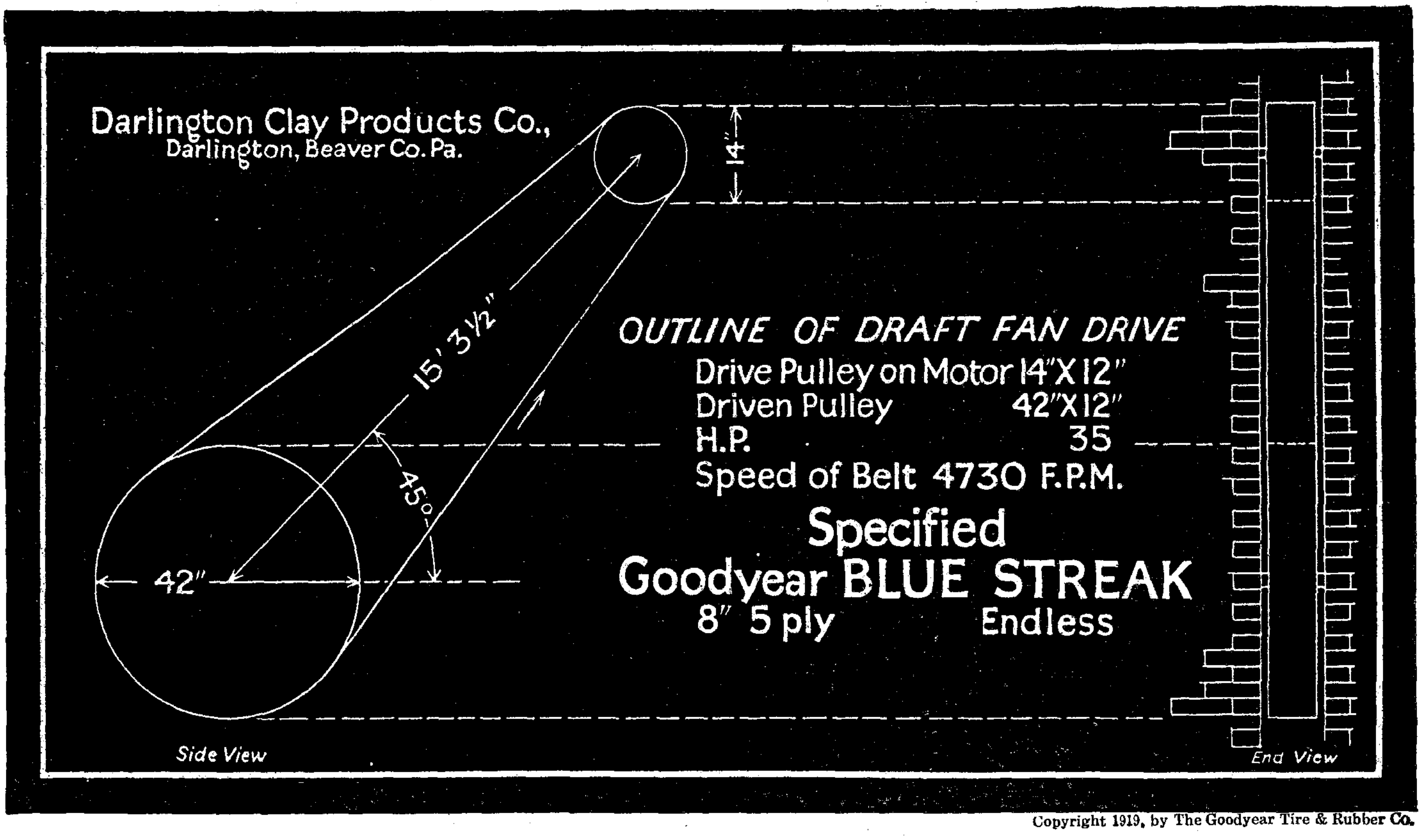
Altho only just now to be published in detail, the story of the *Florence H.*, which formerly flew the French flag, is soon told A merchant ship, officered and manned by civilians, she carried an armed guard of twenty-two. In her four holds she had a cargo of several million dollars—many tons of steel plate and explosives, the latter packed in metal cases supported by wooden frames. She took on coal at Carney's Point, in the Delaware River, and then set sail for France. Off the French coast, she joined a convoy, which anchored close to shore, about a day's sail from our naval base, at close upon 9:30 of a spring evening. Witnesses agree that there was no powder on her hatches, and that these were kept securely closed after leaving Philadelphia.

There were several ships in that convoy, and a guard of American destroyers, American patrol-boats, and two French craft. The sea was smooth, but the night dark. The *Florence H.* was the third boat in the column. Four men, including the captain, none of whom was saved, were on watch or lookout. At 10:45 P.M., without any preliminary smoke being noticed, No. 2 hatch exploded. The deck rose in air, the starboard side was blown out. In about twenty minutes the *Florence H.*, settling by the head with a list to the ripped quarter, sank in a mass of flames. The water receiving her was so shallow that her stack and two masts are visible at low tide. Only thirty-two of the seventy-seven men aboard were saved.

From the eyes of none that saw it, says the writer, will the intense picture of the disaster ever be blotted, but perhaps the best description is that of a United States Naval officer, Capt. P. L. Wilson, commanding the guardian ships, a man familiar with the horrors of war at sea. According to this account, with no warning save a low rumble, the night suddenly became lurid day. Then, to quote Captain Wilson:

"There was ejected upward for almost three hundred feet from that burning ship a mass of flaming powder-cases and wreckage, which spread out to leeward like several enormous rafts, so thick were they packed. In the midst of these jammed masses of wreckage, and for a considerable area all over the vicinity, numerous cases were exploding every second and shooting their flame and gasses twenty feet in the air. These explosions resembled enormous blow-torches and made a whistling noise. Next, the fixt ammunition on deck began to explode, showing up like fireworks, and shortly afterward the guns went off. I could not believe that any living being had escaped from this burning furnace."

Some, however, had—God knows how, says Mr. Kauffman, and between the detonations came, out of the liquid fire, their shrill shrieks of agony. "Here sailors already mutilated had to swim under water, and when they rose for breath, it was to thrust their heads into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Specified
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Side View
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What Came of a Letter — and a G. T. M. Call

$123.83 has been saved in seven months on the draft-fan drive of the Darlington Clay Products Company. The best belt they had ever had on that drive gave service at a cost of $25.32 per month. The Goodyear Belt recommended by a G. T. M.—Goodyear Technical Man—has cost only $7.63 per month. In the last seven months, therefore, the G.T.M. service has saved $123.83—and will save more in the months to come. Even more important to Mr. Tefft, the manager, there is no more trouble on that drive. A letter of inquiry written to Akron by Mr. Tefft was the first cause of these gratifying results.

In it he described his draft-fan drive and the trouble and expense it was causing. He wrote that the belt ran between the brick walls of a pit—coming to within an inch of walls often at a temperature of 300 degrees. He stated that sulphur fumes—SO_2—went over the belt; and that the nightman in oiling the fan bearings generally let oil drip on the belt. He added that the best belt he had been able to get gave about 8 months' service at a cost of $202.61—$25.32 per month—and lots of trouble and repairs thrown in for good measure.

We sent a G. T. M.—our Mr. Hunter— to look the drive over. He decided that *as it stood* it would always be expensive and troublesome — even if Goodyear Belts specified by a G. T. M. were used. So he put up an oil guard at the right place—had a hole cut in the wall to provide a draft to carry off the heat—and after careful measurements specified an 8-inch 5-ply Goodyear Blue Streak made endless. It cost $53.41 and was applied June 5th, 1918.

On January 5th, 1919, at the time this advertisement went to press, the belt was still running. It had given seven months' service at a cost of $7.63 per month—had never required repairs or other attention, and to Mr. Tefft looked good for months more of perfect service. It does better work than the former belt which cost at least $17.69 more per month of service. Mr. Tefft attributes the consequent saving of $123.83 in seven months, and the relief from trouble, to the G. T. M.; he has had a G. T. M. analyze and prescribe a belt for every drive in the plant, and has already ordered the prescribed Goodyear equipment for five drives.

If you have a belt-devouring drive that is eating too many dollars, ask a G.T.M. to call. He'll do it without charge when he's in your vicinity. There are many of them—all trained in the Goodyear Technical School—all with experience in plants similar to yours—all selling belts to meet conditions and not as a hardware man sells nails. We are able to give the G.T.M.'s services free only because the savings they effect for purchasers are so considerable that a gratifying volume of business from the plants analyzed is sure to result within a year or two. The G. T. M.'s analysis and prescriptions do not obligate you in any way.

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a molten surface; there, in that mass of wreckage, they clung to heaving boxes—boxes of flame that now banged against one another, crushing their human freight, and again exploded, blowing the desperate men to atoms." A badly burned seaman named Collins told the writer:

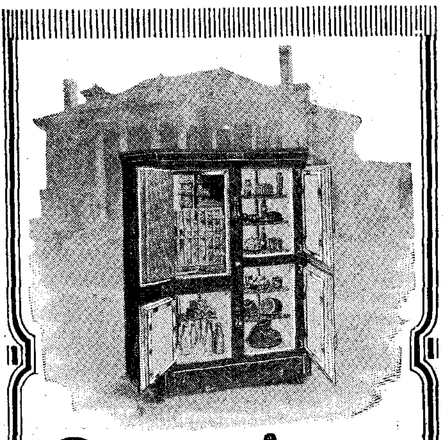
> "I had been asleep in a cabin on the upper deck. I got my underclothes on, ran out, and jumped into the water. Whenever I'd stick my head up, I'd stick it into flames. I got a bit away and grabbed some pieces of wood, but they caught fire. Kegs were exploding all around. The yells of the men were horrible. I found a boat and climbed in, and then it got afire too. The *S*—— rescued me."

Mr. Kauffman gives other personal experiences of the survivors whom he interviewed:

> Percy D. West, of Edgartown, Massachusetts, had been serving as quartermaster and was awakened from his sleep in a cabin under the bridge, not by any explosion, but by the flames. "I got into my trousers, and I had two sweaters on," he said to me. "I woke my cabin mate. I jerked open the door, and a blast of fire shot in. Then a back-draft blew that way, and I tried to drag my mate through the door; but he was kind of dazed and wouldn't come. I jumped through the flames and overboard. The next thing I knew I was floating in the water with a powder-cask under each arm."
>
> The feet of many were burned because the deck was aflame, and the speed of the fire was fatal. "By the time I got on deck," Seaman L. C. Johnson testified at the inquiry, "the whole aft of the ship was afire—gun-platforms and all." The Finnish boatswain, Carl Linder, was thrown from his bunk in darkness and staggered on deck; as he swam away the stern blew up. Water-tender Peter Drulle, bunking with three other men, found the four ports and four doors of their quarters jammed; he smashed one of the doors, plunged through flames to the deck, and reached the water as the ship sank. John B. Watson, the chief engineer, told the story with unconscious dramatic power:
>
> "She just burned up and melted in about twenty minutes."
>
> It is almost impossible to describe the scene. The night's walls of blackness were pushed far aside by a blistering glare that was blindingly intense. Against that the convoy was silhouetted afloat on a sea that was little more than a lake of liquid fire, cluttered by burning wreckage. The victims, blown overboard from the *Florence H.*, would come to the surface and try to float by clinging to one of the hundreds of powder-cases bobbing all about; the wooden frame of the case would flash into light—the contents would explode and tear its victims into shreds. The reverberations were as loud and as constant as a bombardment. Swimmers had to take refuge by swimming far under water; when forced to rise for air, they would draw into their lungs great drafts of fire.
>
> "An' I had to swim slow," one of the crew later told me in hospital, "because I was tryin' to carry my buddy with me, an' he don't know how to swim at all."

The guarding yachts were wooden; they could not venture through the blazing sea to the scene of the disaster. Even the steel destroyers, laden with deadly depth-charges, were in almost equal danger, and it was to prevent another catastrophe that Captain Wilson, commander of the guardian ships, believing all the crew of the *Florence H.* beyond hope, signaled the destroyer *S*—— to be careful. She was on the edge of the spreading liquid fire. At that moment her commander, Capt. H. S. Haislip, "heard some cries in the water," and there followed an action, in Mr. Kauffman's words, "that should have place in every history of the American Navy." Captain Haislip chose to disregard orders, it appears:

> He ran his ship—its deck is not five feet above the water and was covered with high explosives—directly into the flames, in order to cleave, among the bursting powder-casks, a path for boats of rescue. He led, and the other destroyers, the *Wh*— and the *T*—— followed.
>
> The *S*—— came close up under the stern of the *Florence H.* Her paint peeled. Once she was so comprest amid the exploding wreckage that she could not maneuver. She threw out lines; her sailors jumped overboard to hold up and rescue blinded survivors. Her crew lowered one of their men by the ankles, and he snatched a burning victim from the burning sea. She sent out a life-boat—Fleet Chaplain Father M—— was in it—which, since rowing became immediately impossible, had to pole its way by shoving with the oars against those smoldering powder-cases. The motor-dory of the *Wh*——, with its inflammable fuel in constant danger, worked close by.
>
> One may quickly summarize the results of the four days' examination of survivors. I quote from the testimony of nine:
>
> "She's never had any bunker-fires."
>
> "There was no preceding smell of smoke."
>
> "There'd been no coal on fire, and there was no coal-gas explosion. The noise was a rumbling sound—felt as if it was internal."
>
> "The noise was a continuous roar. It made me think of sky-rockets, only much louder—a sort of trembling sound. I'd been on the radio from four to eight, but hadn't heard any subs talking."
>
> "I do not think it was a torpedo."
>
> "It seemed to me like inside work."
>
> "I've been torpedoed before. This wasn't similar. I think it was an inside job."
>
> "It don't seem possible when we were under way that a man could open those hatches."
>
> The commander of the convoying *C*—— said that three of his officers "familiar with torpedo-effects" did not consider this the work of a torpedo. The captain of the courageous *S*—— thinks the disaster due to either an "internal explosion or spontaneous combustion." The skipper of the *W*—— reports:
>
> "A few minutes before 10:50 P.M., it was noted that some one on the bridge of the *Florence H.* was signaling with a signal search-light. Our attention was directed toward this signaling. Suddenly, without previous warning, the *Florence H.* burst out brilliant flame."
>
> Commander Frank T. Evans, U. S. N., represented the United States at the inquiry. He reports to Rear-Admiral Wilson:
>
> "I am of the opinion that the ship was



Once in a Life Time

WHEN you buy a McCray you secure a refrigerator that is built to serve faithfully for years and years. "Lifetime service" has ever been the McCray watchword.

McCray Refrigerators stand the test of time because they have *True Quality* inbuilt in them. *True Quality* is more than convenience and design —it is these *plus* materials, construction and workmanship.

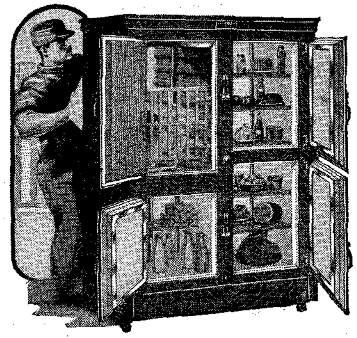
McCRAY
Sanitary Refrigerators

embody our well known cooling system by which constant circulation of cold, dry air is assured through every compartment. By this means perfect preservation of food is accomplished.

McCray Opal Glass Refrigerators are lined with snow white opal glass, nearly half an inch thick—which is stain and acid proof. *Outside icing*—any McCray Refrigerator can be arranged for icing from side or rear porch. This special McCray feature keeps the iceman outside and ends the constant "tracking up" of the kitchen or pantry.

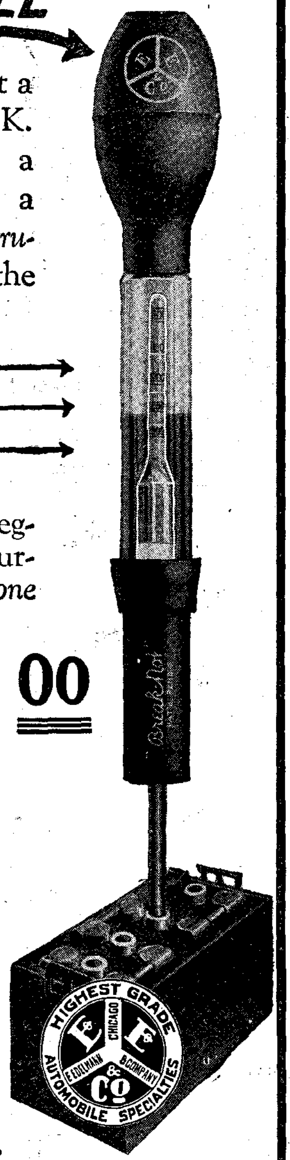
"Refrigerators for All Purposes"

McCRAY REFRIGERATOR CO.
4924 Lake Street **Kendallville, Ind.**
Salesrooms in all Principal Cities



Write for New McCray Catalog
Gladly will we send you Catalog showing Opal Glass, White Enameled and Wood Lined Refrigerators.
No. 94 for Residences
No. 62 for Meat Markets
No. 71 for Grocers and Delicatessens
No. 51 for Hotels, Restaurants and Clubs

AUTOMOBILE
BATTERY INSURANCE
FOR A DOLLAR BILL



A Break-Not Battery Tester tells at a glance if your battery is dead, sick, or O. K. Don't buy a "Battery Syringe" or a "Battery Tester." Ask your dealer for a Break-Not because it is *the logical instrument.* It is made right—can be carried in the tool box—always ready for service.

DEAD
SICK
OK
THIS INDICATES FULL CHARGE.

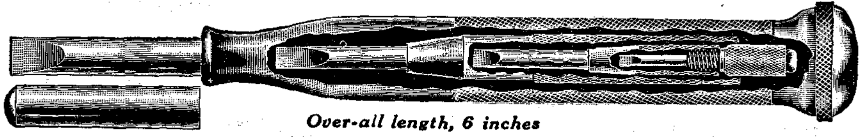
A new battery is expensive. Don't neglect yours. *You've got to test it.* Life insurance for your battery will cost you only *one dollar.* Help it live.

Break-Not $1.00
Storage Battery Tester

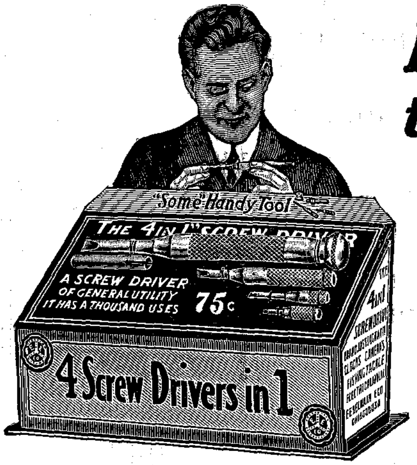
A Break-Not Battery Tester will save many a long walk for a "Car doctor." Buy it from your local dealer, or send us $1.00 for a Break-Not by prepaid insured mail.

Here's another Edelmann specialty—

THE FOUR-IN-ONE SCREW DRIVER



Over-all length, 6 inches



Dealers! This Display Case is Free!
We make other screw drivers just as clever. Write for samples of our entire screw driver line—all "live sellers."

Have you seen this clever tool?

THIS FOUR-IN-ONE SCREW DRIVER is the cleverest little tool ever. *Four complete screw drivers in one.* You can repair anything from a watch to an automobile. **Can be carried in the vest pocket.**

All blades made of the best hardened steel. Entire screw driver is nickel-plated all over.

You'll find nothing as useful as this clever, practical tool.

If your dealer doesn't carry it, send us **75c** for a prepaid parcel post insured sample.

E. EDELMANN & CO.
355 East Ohio Street Chicago, U. S. A.
Makers of Automotive Accessories of Quality

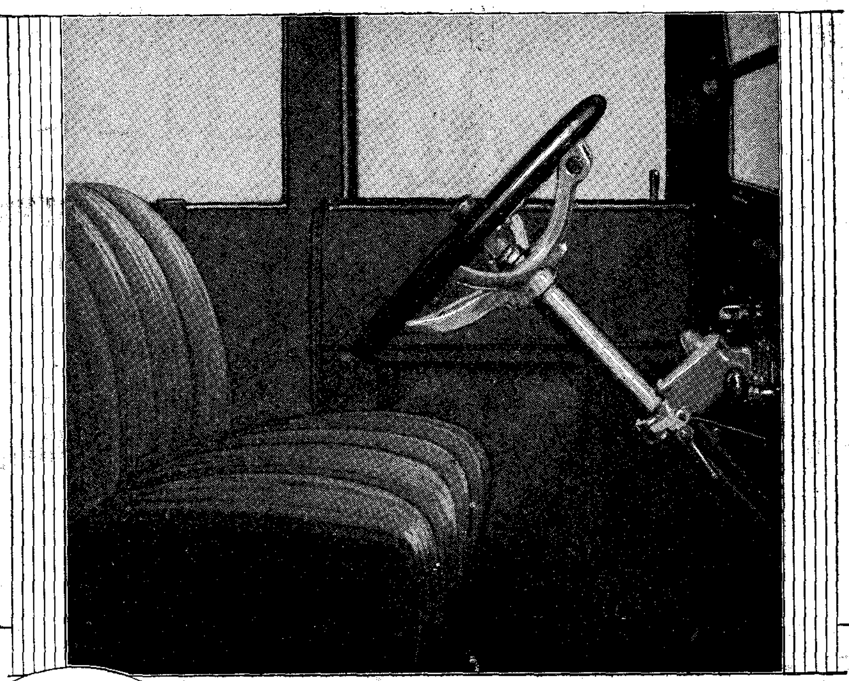
not torpedoed. It will be noted that there is no evidence of any geyser of water, that there was no shock felt on board neighboring vessels, and that of the two witnesses who were in the engine-room at the time of the explosion, one, who was torpedoed twice before, states positively that the ship was not torpedoed, while the testimony of the other seems to indicate that the ship was not torpedoed. The evidence shows that there were no steam leads in the cargo spaces, but that electric leads in iron conduit passed through the 'tween decks. The evidence also shows that there was coal stowed under the powder in No. 2 hold. A short-circuit of electric outlet or a spontaneous combustion may have created sufficient fire to cause the cargo to explode. From the investigation I am inclined to the opinion that the vessel was destroyed by an infernal machine placed either in the coal in No. 2 hold or in the cargo there."

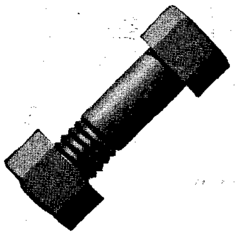
Whether that opinion be right or wrong may possibly never be known, but, no matter what the cause of the explosion, the heroism of the rescuers will be long remembered. They proved themselves the legitimate inheritors of our Navy's reputation for bravery, the defenders of its best traditions.

AN ELIZABETHAN SEAMAN WAS THE FIRST ENGLISHMAN TO SETTLE IN JAPAN

On a pleasant hill near a suburb of the Japanese port of Yokosuka is a place called by the natives "Anjin-zuka," which means "The Pilot's Grave"; and the two memorial stone lanterns that mark the place are tributes of the people of Tokyo to the sailor William Adams, the first Englishman to settle in the country, and to his Japanese wife. The remarkable story of this hardy British seaman, who, surmounting great difficulties, became an important personage in the Island Empire, is told at length in a recent issue of *The Far East.* Of his early career and the beginnings of his great adventure this magazine says:

William Adams was born about the year 1564, on the banks of the Medway between Rochester and Chatham, in the county of Kent. At the age of twelve he was apprenticed to a shipbuilder, one Nicholas Diggins, of Limehouse, whom he faithfully served for twelve years. Employed afterward as master and pilot in the Navy of Queen Elizabeth, he finally entered the service of "The Worshippful Company of Barbary Merchants," in hope that he might acquire sufficient money to put an end to his seafaring life, of which he had become heartily tired. Not long after it came to his ears that Master Verhagen, the rich merchant of Amsterdam who had equipped six ships by permission of the Prince Maurice to set sail for the Indies, where gold and silver were then supposed to be in great abundance, was looking for two experienced pilots who had not only seen much service, but also had once served in the Navy of the Queen of England. He at once wrote to the wealthy Dutch merchant, offering himself for the vacant position, and presenting a letter of recommendation from his wife's uncle. As good luck would have it, his experience being exactly what was needed, he was promptly appointed





CADILLAC
STANDARD OF THE WORLD

JUST a Bolt, but up to Cadillac specifications. Every Bolt and Nut is tested on a thread gauge to make sure that each fits the other properly, and will not work loose, even after years of severe usage. The dimensions of the threads are held to limits *as fine as the finest hair.*

No Cadillac part is too small or seemingly insignificant to receive minute accuracy.

THERE are many definite reasons for the soothing restfulness of the Cadillac.

Not the least of these is the element of physical and mental ease.

The Cadillac V-type engine is so free from sound and shock that those in the car are actually unmindful of its mechanism.

The power impulses, merging one into another, result only in a smooth glide or a swift spurt, depending upon the mood of the driver.

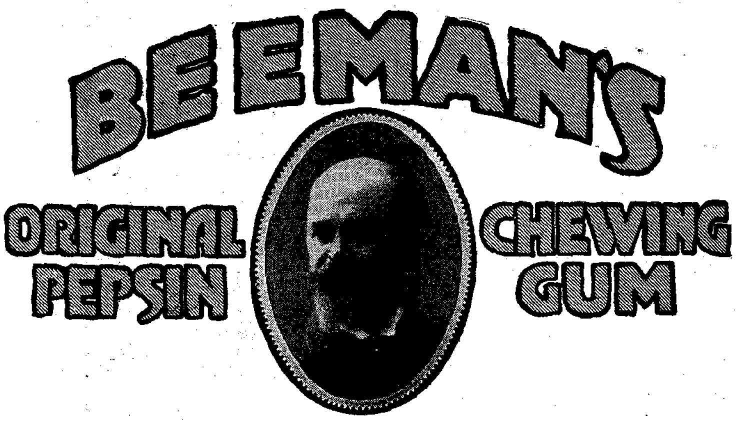
Everything in the Cadillac contributes to make its passengers feel pleasantly remote from mechanical operation.

They are freed from any harsh and nerve-racking reminders of machinery—and are conscious only of an exhilarating sense of motion.

To ride and be unconscious of the power which bears you forward is one of the great joys of Cadillac ownership.

This is one of the qualities for which the Cadillac has come to be known as the standard of the world.

CADILLAC MOTOR CAR COMPANY=DETROIT, MICH.

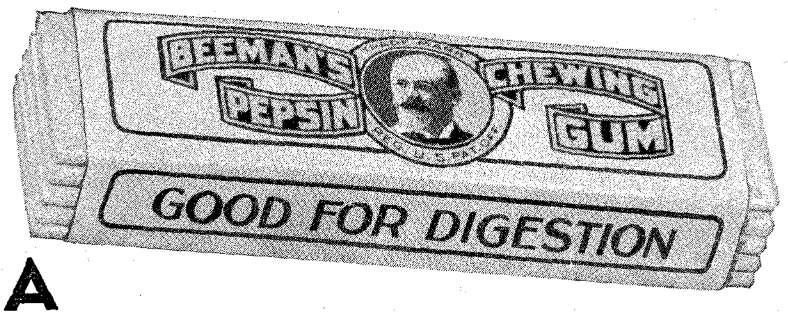


SLEEPLESSNESS, irritation and nervous let-down are conditions that often arise from slight forms of indigestion.

The speed at which we live, and the high tension under which we work are largely responsible for the lack of care we give both to the selection of our food and its proper mastication.

I have found in my own personal practice that chewing my Original Pepsin Gum ten minutes after each meal frequently relieves these conditions.

D E Beeman



CHICLE

AMERICAN CHICLE COMPANY
New York Cleveland Chicago Kansas City San Francisco

pilot major of the newly equipped fleet, which consisted of five ships, having Sir Jacques Mahay as commander-in-chief, namely, the *Hope* (250 tons and 130 men), the *Faith* (150 tons and 109 men), the *Fidelity* (100 tons and 84 men), the *Good News* (75 tons and 56 men), and the *Charity* (160 tons and 110 men). But these names of good omen, piously given, contradicted in their long voyage what they symbolized.

The expedition met with many misfortunes. Large numbers of the sailors died of scurvy before they reached the Strait of Magellan; the commodore of the fleet also succumbed to the disease. The ships were scattered by storms in the Great South Sea. On the advice of a Dutch sailor who had visited Japan on a Portuguese vessel, it was decided that the three ships that had remained together should sail for that country, as the woolen cloths that formed a large part of their cargo were in great demand there. After various adventures, including the loss of eight sailors who were eaten by cannibals on one of the Pacific islands, the remaining ships were separated, and the *Charity*, her crew sadly diminished by scurvy, and with only Adams and five others free from illness, alone kept on her way to Japan. Their landing and first experiences in the strange land are thus described:

> Early on the morning of April 11, 1600, the lookout suddenly shouted, "Land ahead! Land ahead!" We can imagine the boundless joy which those words awakened in their hearts! The land they caught sight of was the coast of Bungo, in the eastern part of Kyushu, Japan.
>
> A few hours later, several boats with Samurai on board, as deputies of the Daimio, arrived from shore and showed great kindness to the crew, offering them supplies to any amount they wanted. The next day the Daimio of Bungo sent some of his retainers to protect the cargo on board the vessel, and told the crew that he had no objection if they rented a house in the town for the accommodation of the sick. Of this crew, nine finally died, including Master Quackernack, captain of the ship. The exhausted pilot and the men soon left the ship, and, guided by the Samurai, were taken to a splendid house on the shore where they were to stay for a while for rest under the kind treatment of the Daimio.
>
> For some days they had been conveying their thoughts by signs and gestures till some Portuguese Jesuits arrived, as interpreters, from Nagasaki. Being not only ignorant of the language but also of the customs and manners of the new land, they committed many serious, and, also a few, comical blunders. One example of the latter will suffice. On the fifth day of their stay, three Samurai came into Adams's room and made a low bow. Pointing, to the door, they said, "*Furo! Suefuro!*" which he, of course, could not understand. Repeating "*Furo! Suefuro!*" several times, they impatiently took his hand, and dragged him out of the room. Out of mere curiosity, he followed them with one of his shipmates, and they brought them to a low, narrow building of cypress wood, from every door and window of which great volumes of steam were pouring out. Then the Japanese, turning to them and with a smile, said "*Furo! Furo!*" Inside they

ASK any Hupmobile owner to tell you how easily his car handles whenever uncommon quickness of *pickup* is essential to his *comfort.*

Driving is made infinitely more pleasant to *The Comfort Car* owner by the certainty that he can always depend upon this instant response.

He uses it not merely to meet an emergency in crowded city streets, but for the sheer joy of turning on at will a *flood of power* that never fails him.

noticed, to their great surprize, several tubs which were half full of boiling water! Now they thought that they were going to put them to death by boiling, and at once placed themselves in an attitude of self-defense. The Samurai understood their misgivings; and one of them took off his clothes and plunged himself at once into one of the tubs. They at last perceived the kind intentions of their hosts, and docilely followed their good example.

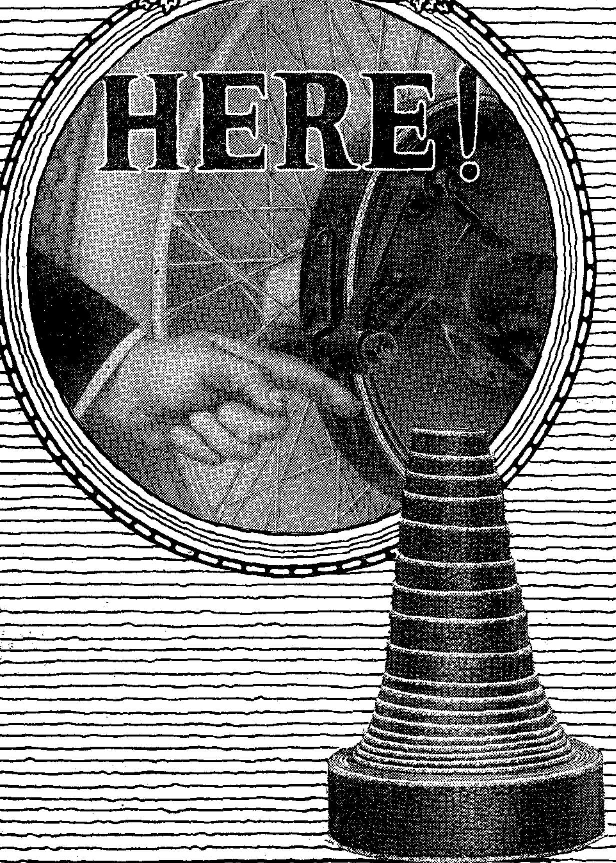
The following day, Adams and his companions were brought before the Daimio, who had been waiting for them with the above-mentioned Portuguese Jesuits. One of the latter asked him in the Dutch tongue what his nationality was, and what brought him to Japan? In reply he told him the whole story of their voyage, and prayed him to be so kind as to interpret it faithfully to the Daimio, and furthermore to ask him to exchange their woolen cloths for provisions and other commodities. The priest listened with attention, and with an ironical smile closed the interview. Then he went immediately to the Daimio and was closeted with him for several hours, at the end of which the Prince was found greatly excited. Soon after a dozen soldiers arrived, and binding Adams they carried him away to a thick-matted room. This room, strange to say, was surrounded in the daytime with spectators, including some ladies of quality, who kept staring at him. He afterward found out that the keeper had turned this to his pecuniary advantage by charging each person two copper coins for a look at Will Adams, whom they regarded as a strange monster, fresh from Europe. Adams at last found out that partly from religious and partly from national antipathies, the Jesuits, instead of sympathizing with him and his cause, had accused him of being an English pirate whom bad luck had cast on the shores of Bungo.

Iyeyasu, who had been staying temporarily at Osaka, happening to hear of this unfortunate English prisoner, wished to see him and inquire personally of him about things in England, for he was very anxious to know the state of affairs in Europe. Messengers were sent at once to Bungo to bring Adams, and a sailor with him, before Iyeyasu. They were received by the "Emperor" on May 12, 1600—an epoch-making day indeed for him and for his countrymen in the Empire of Japan.

Guarded by armed soldiers, Adams and his shipmate arrived safely at the castle of Osaka, and immediately were taken into the presence of Iyeyasu, the first Shogun of the Tokugawa family. Adams describes the event in one of his letters as follows:

"I was carried in one of the king's gallies to the court at Osaka, where the King lay, about eightie leagues from the place where the shippe was. The twelfth of May, 1600, I came to the great King's citie who caused me to be brought into the court being a wonderful costly house guilded with gold in abundance."

Iyeyasu, through an interpreter, put the following questions which Adams answered with as much skill as boldness: "From what country did you come?" "What made you come to this Empire?" To this, placing his hand upon England in a map of the world spread before Iyeyasu, he replied: "From England, a country as rich as Japan and ruled over by a great Queen. The English are the people who have long sought out the East Indies, desiring friendship by way of trading with all kings and potentates, that they are always ready to



HOW WILL YOU KNOW IT'S REAL RAYBESTOS?

There are many imitations of Raybestos brake lining. Some *look* like Raybestos. Others have similar names. But you can only get Raybestos wear in *real* Raybestos.

Be certain about your brakes. Look for value, service, efficiency—plus longer wear. Raybestos is guaranteed to wear one year. You will know *genuine* Raybestos by the Silver Edge. Look for it!

THE RAYBESTOS COMPANY
Bridgeport Connecticut

Raybestos
with the Silver Edge

DUPLEX TRUCKS
Cost Less Per Ton-mile

Do Better Work for 20 to 60 Per Cent Less

TELLING the simple truth about the Duplex 4-Wheel Drive *compels* us to make strong statements.

We labor under the handicap of being forced to say things that sound too good to be true.

But these things *must* be said because they *are* true, and it is important that every business man should know them.

Duplex Ton-Miles Average 20 to 60% Less

Duplex ton-miles *do* average from 20 to 60 per cent less.

This saving *is* the same in the city or in the country — on cobbled streets or almost impassable roads.

Wherever it goes, the Duplex *goes more cheaply*—and gets through.

It is a commonplace among Duplex dealers that *they are always sure of winning in a comparative demonstration.*

Duplex four-fold pulling power is almost unbelievable—but that isn't the point we want you to remember.

What we want you to remember is that *with* this four-fold and phenomenal pulling power, the ton-mile cost is 20 to 60 per cent less. Duplex actually pulls with more than four times the power we could get with only two driving wheels—which means capacity loads at all times.

Eleven years of successful reduction of ton-mile costs, make the principle of the Duplex 4-Wheel Drive no longer a matter for discussion.

Business men who expect their truck investment to pay, are interested in the net result.

Duplex Saving Is a Proved Fact

With the Duplex, that net result is 20 to 60 per cent saving in ton-mile costs.

These figures are based on Duplex costs as compared with the costs of other trucks and the costs of horses and mules.

The most we ask of business executives is that they give personal study to these records and to the Duplex showing in a demonstration.

The rated capacity of the Duplex 4-Wheel Drive is 3½ tons.

Duplex Truck Company
Lansing, Michigan

Why Duplex Yields Ton-Miles at Lower Cost

✓ The Duplex is the original 4-wheel drive truck.

✓ Driving power is exerted by all four wheels. The front wheels pull. The rear wheels push. All the gasoline is turned into driving power.

✓ Both front and rear axles are internal gear driven.

✓ So long as only one wheel is on solid ground, the Duplex cannot possibly stall.

✓ Its self-locking differential positively prevents the spinning of any driving wheel, transferring the power to the wheel which has traction.

✓ When extra power is needed, the Duplex double reduction drive gives the tremendous leverage of 64 turns of the engine crankshaft to one turn of the driving wheels.

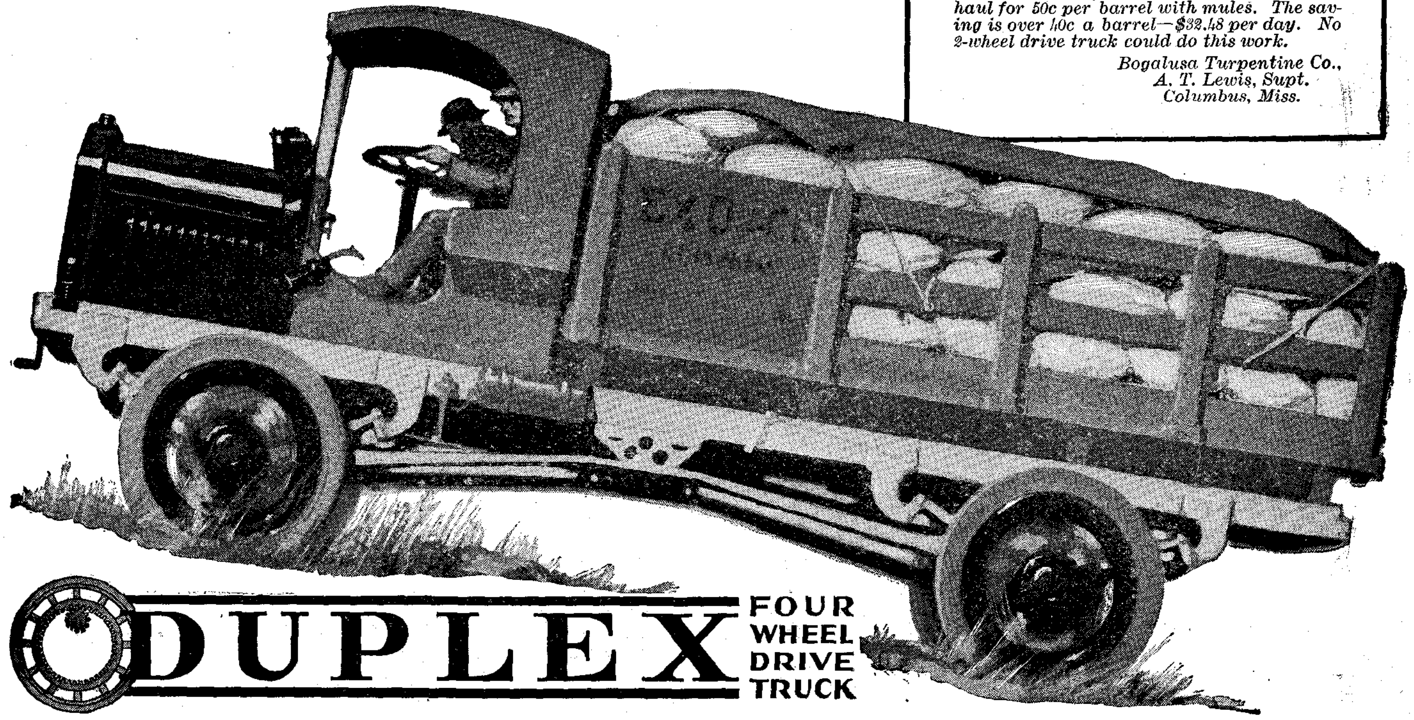
✓ The Duplex not only has, but applies directly to all four wheels, the power to pull it through with a capacity load.

✓ It climbs the steepest winding grades, surely and evenly, though fully loaded.

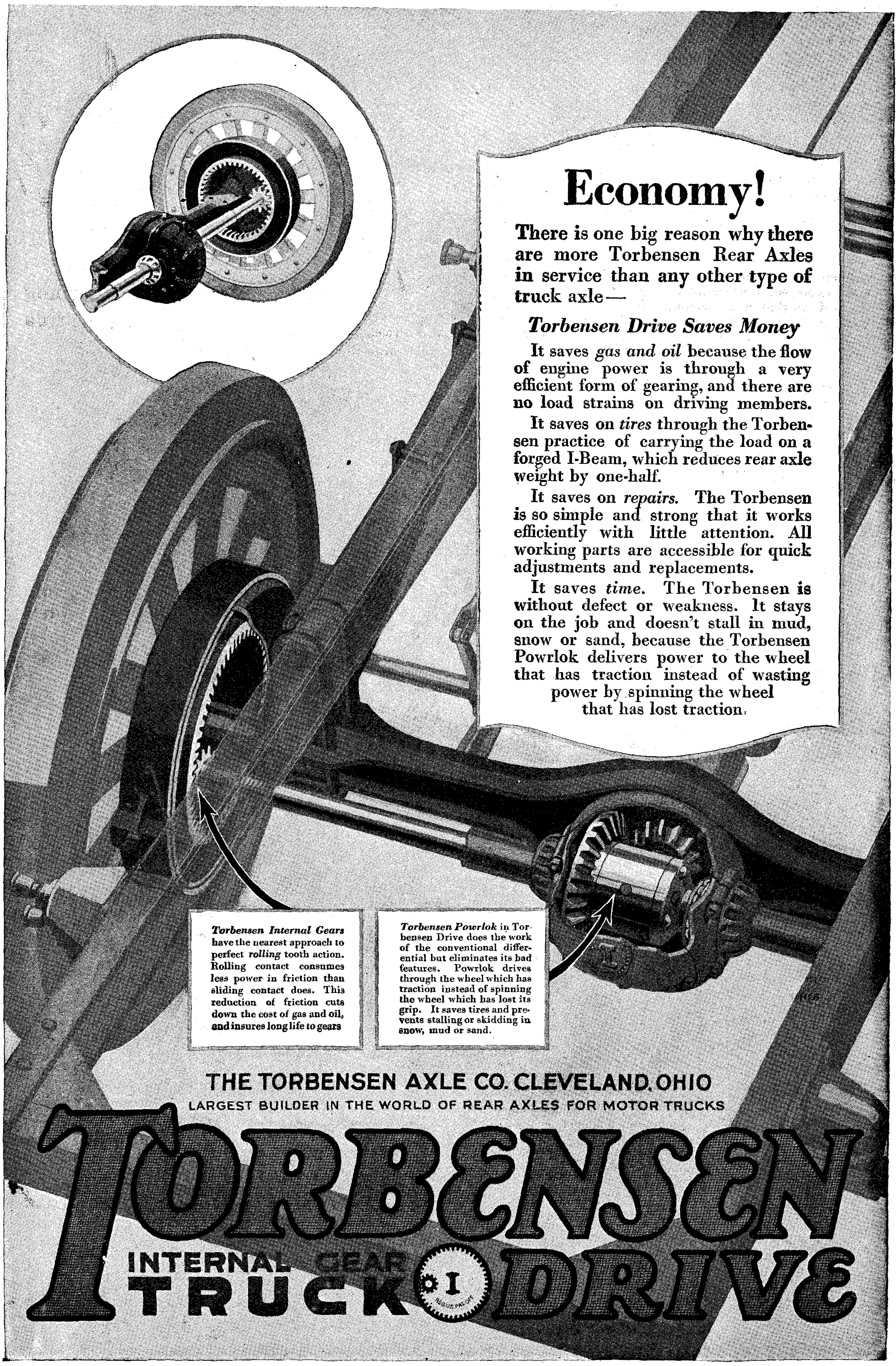
✓ Extra wide or dual-tread tires are not necessary on the rear wheels. Tires savings average 30 per cent.

My round trip haul is 21 4-10 miles. I use a 4-wheel Hess trailer with the Duplex Truck and carry 80 barrels per day. Daily operating expenses are $7.55. Therefore, it costs 9.4 cents per barrel for transportation. I cannot haul for 50c per barrel with mules. The saving is over 40c a barrel—$32.48 per day. No 2-wheel drive truck could do this work.

Bogalusa Turpentine Co.,
A. T. Lewis, Supt.
Columbus, Miss.



DUPLEX FOUR WHEEL DRIVE TRUCK



Economy!

There is one big reason why there are more Torbensen Rear Axles in service than any other type of truck axle—

Torbensen Drive Saves Money

It saves *gas and oil* because the flow of engine power is through a very efficient form of gearing, and there are no load strains on driving members.

It saves on *tires* through the Torbensen practice of carrying the load on a forged I-Beam, which reduces rear axle weight by one-half.

It saves on *repairs.* The Torbensen is so simple and strong that it works efficiently with little attention. All working parts are accessible for quick adjustments and replacements.

It saves *time.* The Torbensen is without defect or weakness. It stays on the job and doesn't stall in mud, snow or sand, because the Torbensen Powrlok delivers power to the wheel that has traction instead of wasting power by spinning the wheel that has lost traction.

Torbensen Internal Gears **have the nearest approach to perfect *rolling* tooth action. Rolling contact consumes less power in friction than sliding contact does. This reduction of friction cuts down the cost of gas and oil, and insures long life to gears**

Torbensen Powrlok in Torbensen Drive does the work of the conventional differential but eliminates its bad features. Powrlok drives through the wheel which has traction instead of spinning the wheel which has lost its grip. It saves tires and prevents stalling or skidding in snow, mud or sand.

THE TORBENSEN AXLE CO. CLEVELAND, OHIO
LARGEST BUILDER IN THE WORLD OF REAR AXLES FOR MOTOR TRUCKS

TORBENSEN
INTERNAL GEAR TRUCK DRIVE

> exchange for the products that are alone to be got out of the East." Iyeyasu then inquired if the English had waged any war against other countries. He answered, "Yes, with the Spanish and Portuguese, who desire to monopolize the trade of the whole Indies; but now they are at peace with all other nations." Lastly he inquired of Adams what form of religion the English had, and what course he took from the Texel to Japan. By way of answer to the latter question, he, tracing it upon the map, explained the course through the Strait of Magellan.
>
> Warmly received as he was, nevertheless, Adams was sent back to the prison, where he was kept for four months. Adams and his mate expected, tho kindly treated, to be crucified, as that was a common mode of execution in this country at that time. As he afterward discovered, the Portuguese had been trying hard, merely out of religious antipathy, to make the "Emperor" turn him out of his dominions or put him to death on the false ground that he and his mates had acted as pirates on the way to Japan. To this, Iyeyasu demurred and curtly replied: "Oh, no; it would be utter injustice to crucify him, as he has done no injury to me or to the people of my country." Not long after, the sagacious Iyeyasu sent for Adams again, of whom he made numerous inquiries, and finally set him free. In this last interview, Adams was recognized by that shrewd judge of human character as an able and honest man, and consequently entered into an agreement with him to be retained at the court, and employed as a shipbuilder, a teacher of mathematics, and foreign counselor.

In the course of five years he rendered the Shogun such valuable service that he was both trusted and honored. He built two ships on European models, for which he was paid the equivalent of $140 a year, and he also received or acquired an estate with eighty or ninety servants. He became a naturalized subject of Japan, receiving the Japanese name Miura Sngin, and also a Japanese wife, Magome, the daughter of a merchant of Yeddo, which is Tokyo.

On June 11, 1613, Captain J. Saris arrived at Hirado with three English ships, bearing letters from the King of England to the Emperor of Japan. Adams, who had been apprized from England of the sending of this expedition for the establishing of international commercial relations, was now informed of its arrival and hurried to Hirado, which he reached after a journey of seventeen days. A new English factory was established under the charge of Richard Cocks, while Adams, with Captain Saris and five others, went to Sumpu, where the Shogun was encamped and presented the royal letters which were received with great respect. Then we read,

> Saris and Adams went to Yeddo, visiting on the way Kamakura and the bronze image of Daibutsu (Great Buddha); and after staying a few days in the great town, he returned via Uraga to Sumpu, where a treaty in eight articles was signed and given to Saris. The following is the leading clause:
>
> "We give free admission and license to the subjects of Great Britain, for ever, to come into any of the ports of our Empire, with their ships and merchandise, without let or hindrance, to them or their goods, and to abide, buy, sell, and barter, according to their own manner, with all nations; to tarry here as long as they think good, and to depart at their pleasure."

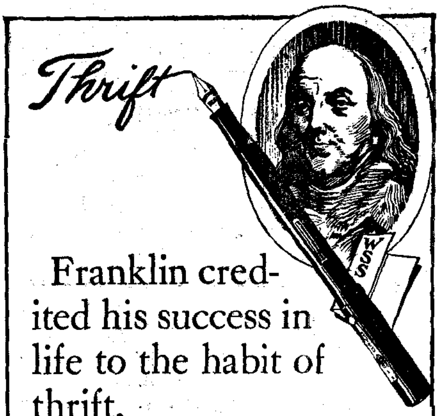
Thus, mainly or largely through the influence of this British sailor, the beginnings of trade relations between Great Britain and Japan were established. For some years Adams was in the service of the new English factory at Hirado at a yearly salary of $500, and made voyages to the Luchoo Islands and Siam. However, after the death of Iyeyasu, in May, 1616, lacking his friendly protection, the fortunes of the English post rapidly declined.

Adams died in 1620. He left a family in England, and it is said, tho it may reasonably be doubted, that his deserted English wife, Mabel Adams, died of grief on learning of his death. His Japanese wife survived him for fifteen years. There are still in Japan families that claim descent from this hardy foreign adventurer.

HOW CENTRAL-AMERICAN INDIANS WORK FOR CIVILIZATION

DEEP in the jungles of the world unthought-of savages are constantly, by primitive methods, producing commodities that are important elements in our civilization. Dr. Herbert J. Spinden, assistant curator of the American Museum of Natural History, in New York, who has just returned from a two years' tour of Central America, tells interesting tales of industry among the Indians and of jungle products. Says a writer in the New York *Evening Sun:*

> Dr. Spinden discovered that about San Juan River and the headwaters of the Atrato in Colombia lies the greatest field of platinum ever discovered. And under control of American interests, Indians obtain the precious metal by the most primitive methods of placer-mining.
>
> "In the Choco region I saw natives washing gold and platinum out of the stream in large pans made of wood," said Dr. Spinden at the Museum of Natural History. "The natives dive into the water, sinking by means of stones tied around their bodies. They scoop into a bag all the gravel they can find before they are compelled to rise to the surface. The women wash out the gravel, separating the gold and platinum from the dirt. The platinum field in that region is considered the largest yet discovered. Russia had the monopoly until five years ago. Now the amount of platinum taken out in the Choco district by placer-mining has jumped from 8,000 to about 50,000 ounces in that time.
>
> "When we consider that the yearly consumption is 400,000 ounces, and that under the government-controlled price it brings $105 an ounce, the work being done by the natives under the guidance of American engineers seems remarkable. There has been gold-mining there for many



Franklin credited his success in life to the habit of thrift.

W. S. S. are teaching extravagant America this habit, and

Waterman's Ideal Fountain Pen

has put into its hands the thriftiest writing tool ever produced.

It saves time by eliminating the constant interruptions of dipping. It lasts for years. The nibs do not have to be replaced every little while because of corrosion or loss of temper.

It puts an end to the extravagance of an inkwell in which over half the ink is frequently wasted through evaporation or by becoming thick with dust. This one saving alone pays for a Waterman's Ideal over and over again.

The ever readiness of Waterman's Ideal makes for greater efficiency in the individual, enabling him or her to do more and better work.

Firms or Corporations that equip their clerical force with Waterman's Ideals solve a problem of efficiency and economy in office detail.

Three Types. Regular, Safety and Self-Filling—$2.50 and up

At Best Dealers

L. E. WATERMAN CO.

191 Broadway New York

CHICAGO BOSTON SAN FRANCISCO MONTREAL

Handling the figure work of a thousand stores

That's the Comptometer job for the United Cigar Stores Company

Think of the work involved in figuring the daily sales reports, the frequent inventories, costs and retail prices for a thousand stores.

A business based on volume, rapid turn-overs and small profits, cannot be run successfully by guess. In a narrow profit leeway there isn't much room for zigzag. Figures must be depended upon to show the way.

Of the means used to reckon their course from the daily reports of their great chain of stores, the United Cigar Stores Co., New York, says:

> "The successful conduct of our business depends on up-to-date knowledge of what each store is doing. Estimates won't do. We must have the figures.
>
> "Back in 1905 when we began using the Comptometer, our business was small. Since then the red glow of United Cigar Stores has spread over the whole country.
>
> "Each new store, of course, meant that much more accounting work, and as the number grew, more Comptometers were installed to take care of it.
>
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> "In point of accuracy we get infinitely better results than could be obtained from mental figuring.
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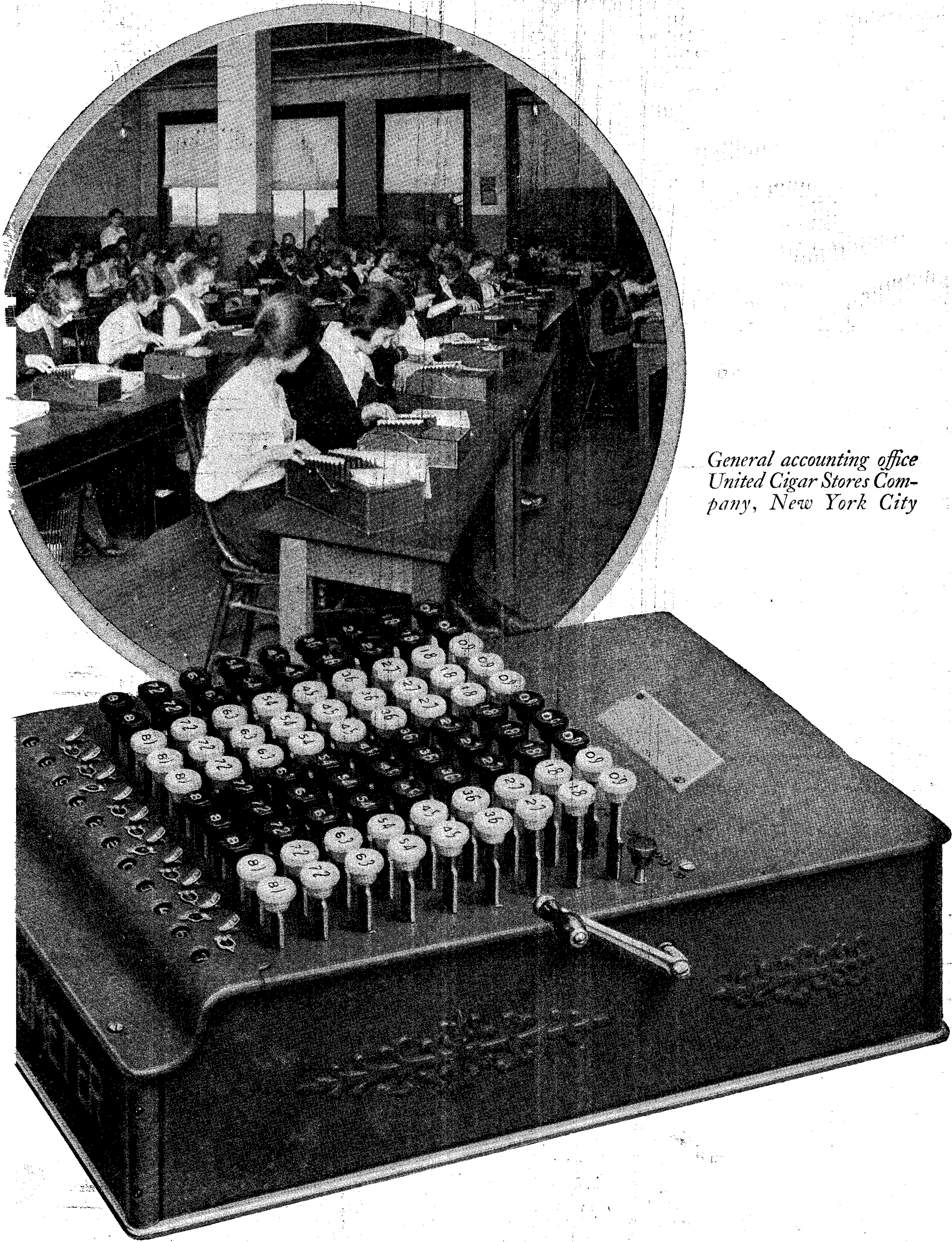

General accounting office United Cigar Stores Company, New York City

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> years. But the natives did not know the value of platinum.
>
> "They formerly carried the gold to the town of Quibdo to free it from the white grains of platinum, which were thrown into the streets as worthless dust. To-day the streets of the town are torn up and full of pot-holes, where treasure-seekers have dug away the surface and washed it for the platinum. They used to make counterfeit gold coins by using platinum and gilding it. Now these platinum coins are worth three times their weight in gold."

Dr. Spinden paid a high tribute to the zeal of Americans who worked in the tropics to obtain materials to satisfy the war-needs of the Government. Dr. Spinden continues:

> "By far the most wonderful thing I discovered was the spirit of patriotism displayed by tiny groups of Americans sent into the forests on the mosquito coast of Nicaragua to get out mahogany.
>
> "It was here that all of the straight-grained and fine wood was obtained for airplane propellers. It is not valuable for furniture, but the Government found it the best material for propeller-blades. Away up at the head of rapid streams, in the mosquito-infested jungles of the tropics, American boys worked until the end of the war. One outfit sent out by an American firm started through the jungle. Their canoe was upset in the rapids and for six weeks they subsisted on boiled green bananas and red beans, the native fare.
>
> "The mahogany is floated to the sea in rafts, often down side-streams that are swollen with freshets and torn by rapids. Sometimes these rafts of mahogany logs float over the bank and a half mile or so from the river-bed, where they are lost in the wild cane. Last year alone 18,000,000 feet of mahogany were taken out of that region."
>
> Dr. Spinden traveled from Managua, on the Pacific, down the Wanks River to the east coast, about four hundred miles. He found the Indians living in small villages made up of large palm-thatched huts. They were employed principally in getting out materials for Americans, one of the most important being balsa wood, which is twice as light as cork, and which was used by the Government in the manufacture of life-rafts and life-preservers. Here also a part of the great American army of civilians worked during the war.
>
> "Along the west coast of Central America grows the fustic, or mora, a brilliant yellow wood," said Dr. Spinden. "It is from this wood that the dye is obtained for the making of khaki uniforms. The dye industry is growing in that section of the continent, particularly since the outbreak of the war. The indigo industry of Salvador, once a leading business, will probably regain its former strength during the present demand for dyes.
>
> "Central America is wonderfully productive of things that are of economic value. We of to-day's civilization owe much to the Indians. For one thing, if it had not been for their domesticated plants we should never have had many of our dyes and medicines. Quinin, cascara sagrada, and cocain are only a few of the products we owe the Indians. Potatoes, rubber, and cotton are others."
>
> Dr. Spinden devoted his time in Central America to research for the Museum and assisting the Government in obtaining supplies for war-purposes.

PRAISING AND APPRAISING THE NEXT SPEAKER

As a Speaker of the House of Representatives has so many opportunities for making himself unpopular, especially with the minority members, it is well for Frederick H. Gillett, of Massachusetts, that he takes the perilous seat with the hearty approbation of both political friends and opponents. The Springfield *Republican*, which is not altogether in sympathy with Mr. Gillett's political colleagues, nevertheless, with justifiable pride in the triumph of an able man from its own home town, declares that—

> The success of Mr. Gillett is inspiring, also, for the reason that it is the proper reward of long and faithful service. He plodded along in the House for over two decades, without gaining the preeminence which was won by some of his Massachusetts colleagues who entered the House later than he did. Fortune is capricious in bestowing her prizes, yet in this case one sees a man suddenly come to the front and find the door open to his greatest usefulness and power long after most politicians had dismissed him from their minds as a serious contender for the highest Congressional honors. Circumstances at this time have favored him, of course, but no one ever gets anywhere with circumstances dead against him.
>
> That Mr. Gillett's term as Speaker will be most successful is the wish of all his constituents, who admire his ability, honesty, and trained capacity for public affairs. To New England as a whole his elevation is significant of the larger influence of this section in Washington. One must go back to Robert C. Winthrop and General Banks before the Civil War to find other Massachusetts men in the Speaker's chair; while since the Civil War only the parliamentary giants, Blaine and Reed, of Maine, have been able to attain such eminence. Into their company on the scroll of Congressional fame is Mr. Gillett now elevated.

Summing up the career of the new nominee for the Speakership, *The Republican* says further:

> Frederick Huntington Gillett, who is to be the next Speaker of the House, was born October 16, 1851, in Westfield, and was named after Bishop F. D. Huntington, of Syracuse, N. Y., and Hadley, a classmate of his honored father, E. B. Gillett, at Amherst College. His mother was a daughter of James Fowler, a prominent citizen of Westfield. He fitted for college in the Westfield schools and was graduated from Amherst in the class of 1874 and from the Harvard law school in 1877. Previous to his college course, he spent a year in study and travel abroad, chiefly in Germany. His father, one of the ablest lawyers and most polished men of his time in western Massachusetts, took a deep interest in his education and early developed in the young man the talent for graceful oratory and felicitous expression inherited from himself; and there could hardly have been a better master in these arts.
>
> F. H. Gillett began the practise of law in Springfield in partnership with Judge E. B. Maynard, and promptly exhibited an interest in politics, taking part in the State campaigns of 1878 as a speaker at various rallies.
>
> Mr. Gillett was first elected to Congress in 1892, and has represented his district continuously ever since. He has now had thirteen continuous terms in the House.

Thus, *The Republican*, quoting an article published in its own columns in September, 1917, when, in consequence of the illness of James R. Mann, Mr. Gillett became floor leader of the then minority party, adds:

> He is the dean of all New England Representatives. Indeed, he is almost the dean of the Republican party in the National House. Ex-Speaker Joseph G. Cannon has had twenty-one terms, which means forty-two years in the House, but these were not continuous. His constituents left him home in the middle of the Harrison Administration and again at the beginning of the first Wilson Administration.
>
> Consequently Mr. Gillett has held a continuous commission in the House longer than ex-Speaker Cannon ever did. His service in that regard is exceeded only by Representative William A. Jones, a Democrat from the eastern shore of Virginia. But Mr. Gillett has one full-fledged contemporary in Henry Allen Cooper, the Wisconsin radical, who came to Congress at the same time as he and has remained there constantly. Speaker Champ Clark has but twelve terms, and those have not been continuous, altho he entered the House at the same time as Representative Gillett.

The New York *Times* also expresses its approval of the majority's choice as follows:

> For once a great party has put its best foot forward in the nomination of a candidate for one of the nation's highest offices. Frederick H. Gillett, who will be the next Speaker, is not only a good man, or the right man to elect, but he is conspicuously fitted for the place above all his competitors. That seldom happens in a country where compromises so often rule elections and nominations. Usually, as between the best and the worst, the parties compromise by choosing somebody neither very good nor very bad. But Gillett, able, experienced, broad-minded, and yet no mugwump, but a vigorous, honest partizan, stood out over all the others, and even, it may be said, over those who might have been put forward, but were not.

Mr. Gillett is himself quoted as saying upon his nomination: "I have reached the goal of my ambition, a happiness which I suppose comes to few men. . . . My ambition will now be to establish harmonious coöperation among all Republicans that we may cope successfully with the prodigious problems of the coming session." The papers of his own party naturally assume, like the New York *Sun*, that the new leader "is going to represent the Republican idea of the right man in the right place," and will also "epitomize the Republican slogan for 1920," which, we learn, is, "straight 100 per cent. Americanism, free from fads and crusades and backed by patriotism, efficiency, and common sense." *The Sun* thus describes his personality:

> Meeting Mr. Gillett, one finds a man slender, of medium stature, with closely cropped beard and clear blue eyes. Always

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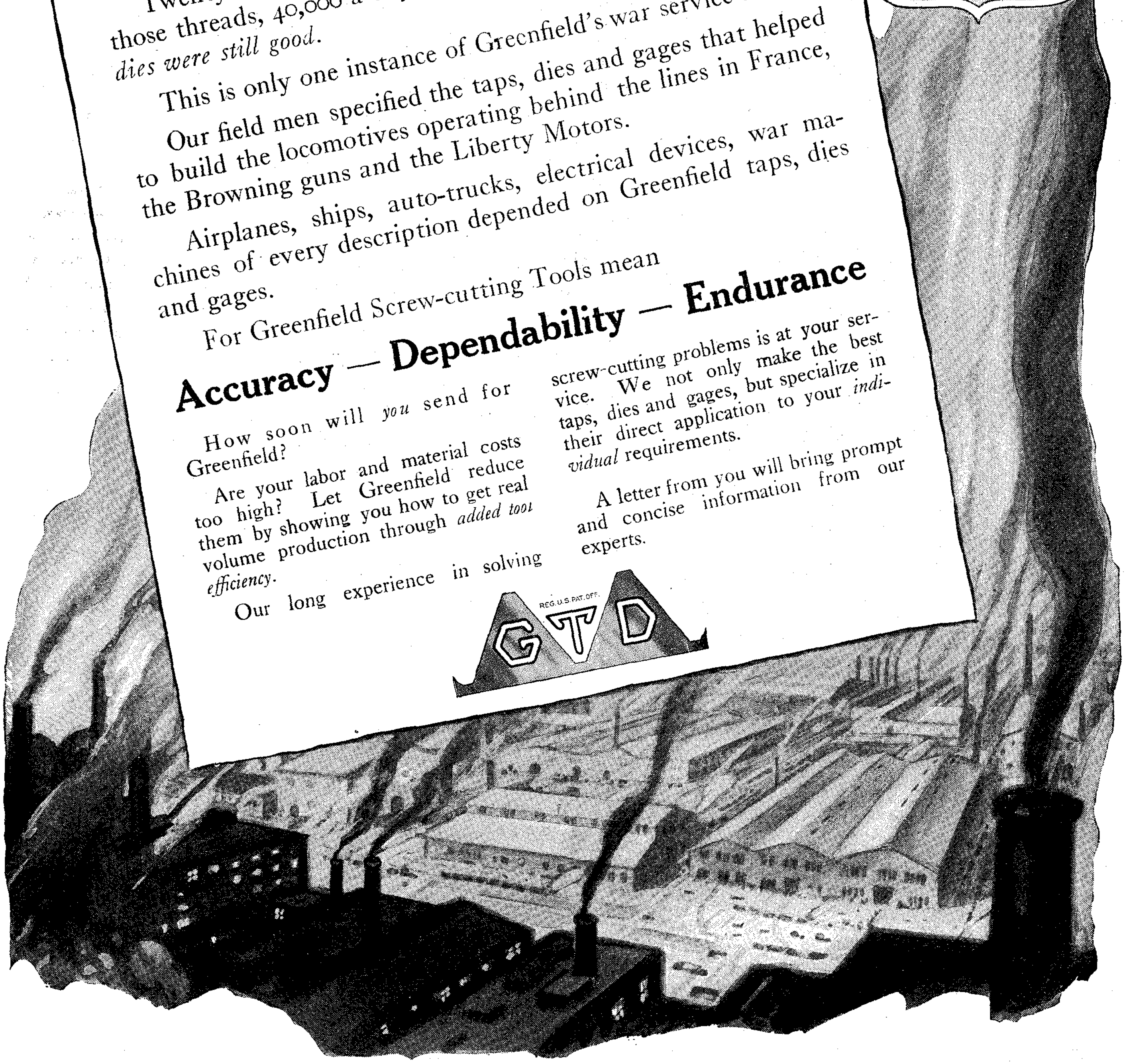

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courteous and often smiling, the personality and voice blend to make up an impression distinctly pleasing. You feel he would be interesting on any subject at any time without sign of self-consciousness.

Altho senior member of the House in point of service and sixty-seven years of age, Mr. Gillett does not impress one as an elderly man. A casual caller at his office would put him down at forty-five or fifty. He is fit physically, his beard is not gray, and he gives rather the impression of being in the prime of life.

Dwelling upon the new Speaker's future methods, as they may be indicated by his career and disposition, the same paper asserts that—

Mr. Gillett will not resort to spectacular, brass-band means nor to uncalled-for abuse of political opponents. He will rely on facts and figures and the common sense of the American people. He believes in scrupulous fairness and courtesy, but at the same time he can resort to cutting irony and incisive argument in driving his facts home. As a debater Mr. Gillett, despite his mild manner, has already established a reputation which is appreciated, particularly on the Democratic side of the chamber.

To illustrate Mr. Gillett's ability as a debater and his fairness to his opponents, *The Sun* reprints several anecdotes, saying:

Altho his speeches generally are prepared very carefully and he avoids taking part in discussion excepting when he deems it necessary, Mr. Gillett can mix matters with the best of the extemporaneous speakers. Following the President's appeal for a Democratic Congress, certain Democrats sought to make it appear that the Kaiser hoped for a Republican victory. This drew the Gillett fire.

"Do you not think that he (the Kaiser) knows whom he has most to fear?" he asked.

"Will he think it is favorable to him if the next House is controlled by the party of Roosevelt and Wood and Gardiner, by the party of La Guardia and Heintz and Johnson, who left their seats here to try to put bullets into his well-protected sons?"

Responding to charges of partizanship on the Republican side, Gillett said:

"I believe there never has been a time when a strong minority, almost equal in numbers to the majority, has so suppress partizanship and criticism and so effaced its organization of whole-hearted support of its political opponents."

Rare, classical bits of irony and humor sparkle occasionally from Mr. Gillett's debate on the floor. Speaking on corrupt practises recently, he said:

"Everybody here—at least, almost everybody—is against the purchasing of votes."

Mr. Gillett made an excellent impression on his confrères in the House on September 27 last with regard to published reports that he had said Champ Clark had voted against the war-declaration. Speaker Clark's friends were incensed. Gillett should say something to correct this impression, they asserted, or if he does not want to embarrass his party he should at least tell the newspaper men to correct it.

"Don't worry," one of Gillett's friends said; "if any misstatement has been made Gillett won't hesitate to have it corrected. I've seen him play golf. He's a good loser."

"Mr. Speaker," Gillett said, rising on this occasion. "In some of the press reports of some remarks which I made last Saturday it was stated that the Speaker, Mr. Clark, had voted against the declaration of war—"

Here comes the apology, the newspaper men thought, and they could themselves complete it along the well-worn lines of "the newspapers made a mistake, it was their fault, I was misquoted, etc., etc.—"

Continuing, Mr. Gillett said: "It was my fault. And as he did not vote against the declaration of war, I wish to state the fact here publicly.

"I think anybody who heard my whole speech or read it in *The Record* will appreciate the fact that I made no reflection at all upon the loyalty and patriotism of any member of the House, least of all against the Speaker, who has given to the service of the country a life which he values more than his own."

Perhaps the best example of Mr. Gillett's cutting irony is found in a little speech he made back in 1914, when William Jennings Bryan was the chief member of President Wilson's Cabinet and was being made the recipient of fulsome praise from members of the official family.

"I do not, of course, forget the notable eulogium pronounced in his presence by the Secretary of the Navy (Mr. Daniels)," Mr. Gillett said, "and published by the press, wherein he was described as the greatest Secretary of State since Jefferson, but I think it was rather an index of the discretion of the Secretary of the Navy, who spoke, and the receptivity for adulation of the Secretary of State, who listened, than any impairment of the prestige of Madison, Adams, Webster, and many others."

There was something about Bryan's lecturing for money while a member of the Cabinet that did not coincide with Mr. Gillett's feeling of propriety or his conception of national dignity.

"I do not like to believe that he (Mr. Bryan) is following Byron's precept," he said:

"So for a good old-gentlemanly vice,
I think I must take up with avarice."

Forecasting Mr. Gillett's attitude on public questions, *The Sun* holds that as "a good Yankee" he believes in economy; and as "no member of Congress has made a closer study of appropriations," he is sure to be an able opponent of reckless extravagance. Further, we learn:

In matters of foreign policy Mr. Gillett, like Senator Lodge, believes that politics stops at the water's edge. He was heart and soul for the Wilson Administration, mistakes or no mistakes, during the heat of the world-war. But now that the war is over he feels that common-sense judgment should assert itself and that free and open discussion should prevail. Eloquent silence greeted the request that he express himself on the President's League of Nations scheme to perpetuate everlasting peace.

Turning to safer, because non-controversial and non-speculative, matters, *The Sun* concludes:

Incidentally Mr. Gillett is a good golfer and some say he is the best golfer in Congress. He drives straight and plays the game with the same care that he devotes to preparing speeches. Three years ago Mr. Gillett was married to Mrs. Christine Rice Hoar, the widow of Congressman Rockwood Hoar. He maintains a home in Washington on Eighteenth Street, and devotes such time as he can to the comforts and blessings of home life. But these are busy days, and frequently Mr. Gillett is busy at his office until late in the evening. Work and plenty of it has no terrors for him.

DID THE GERMAN FLEET WIN ON POINTS AT JUTLAND?

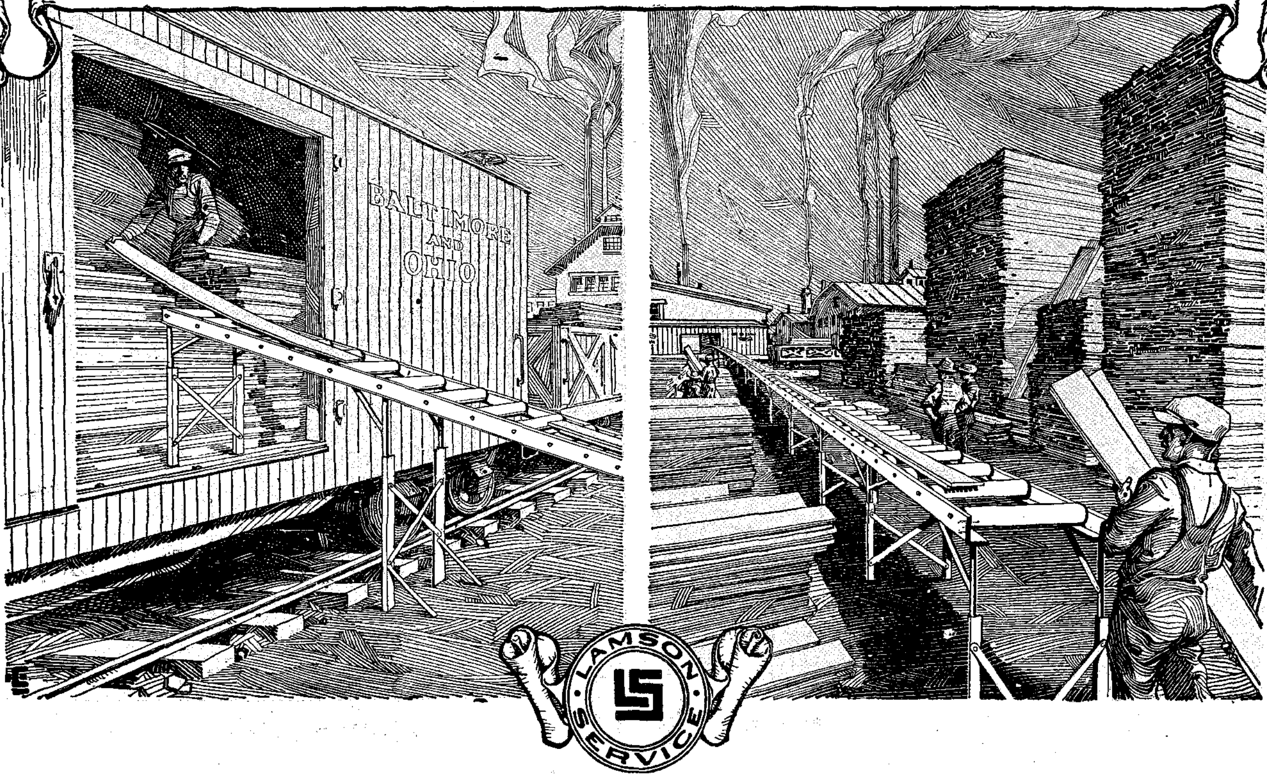
ADMIRAL SCHEER, the German commander in the great naval battle of Jutland, gets somewhat more credit than he has thus far received at British hands, and Sir John Jellicoe, the British Admiral, gets rather less, in a study of that famous action with which Sir Arthur H. Pollen concludes his just published work on "The British Navy in Battle" (Doubleday, Page & Co.). The writer, generally considered the leading British naval critic, has had access to the official reports of the fighting commanders, filed at the Admiralty, and he has not thrown his weight on the side of the extravagant praise that followed the British public's first panicky belief that the battle had been lost. Captain Jellicoe's own account of the battle, which appeared in a recent book credited to the Admiral, is not followed by Sir Arthur, whose final conclusion seems to be that, if Admiral Scheer did not "win" this greatest sea-fight in history, he at least accomplished the plan which the relative superiority of the British Fleet forced upon him. In brief, the Germans inflicted superior damage, "widened the range," when they wanted to, and finally got away with practically all of their crippled ships. If it was a victory for England, it would seem to be Sir Arthur's conclusion that it had elements of a Pyrrhic victory rather than of a clean-cut win.

Taking up the battle from the German standpoint, shortly after the arrival of British reenforcements had reduced the German Admiral to a decided inferiority in gun-fire and fighting units, Sir Arthur writes:

Scheer by this time had had his fleet on an easterly course for five and thirty minutes, waiting for the opportunity to turn a right angle or more, so as to retreat under the cover of his torpedo attacks. Up to this time the main body of his fleet had only been under fire for a brief interval, during which the rear division of the Grand Fleet had been in action. Scheer had, no doubt, watched the deployment of the Grand Fleet, and had realized that the method chosen had not only given him a quarter of an hour's respite, but had supplied him with that opportunity for counter-attack and the evasion it might make possible which he had been looking for. The battle-cruisers were well away to the east. The van and center of the Grand Fleet, tho well on his bows, were only just beginning to open fire.

It is probable that the van was now converging toward him and shortening the range. Scheer was trying to make the gunnery as difficult as possible through the

Lamson Conveyors



Carrying Without Hands

The picture shows a conveyor at work carrying lumber in an unstopping stream, spacing its loads so that they reach the man at the far end at just the right intervals to make an hour's work count for the most. But the picture does not show the huge reduction in labor, in overhead (and underfoot) expense, and particularly in that profit-corroding item, "waits between operations."

The war has created two new production obstacles. You cannot escape them. There will be a permanent shortage of labor and new cost levels. Ability to cope with these two will be the measure of manufacturing success.

The yearly tide of European labor will not flow, for the European army of producers is lessened by 15,000,000 hands, and the governments need all their workers at home. Second, the debts of all the warring countries of Europe have increased to represent 45% of their total wealth. That means inflation that must express itself in a *permanent decrease of the purchasing power of money the world over*, whether expended for labor or material.

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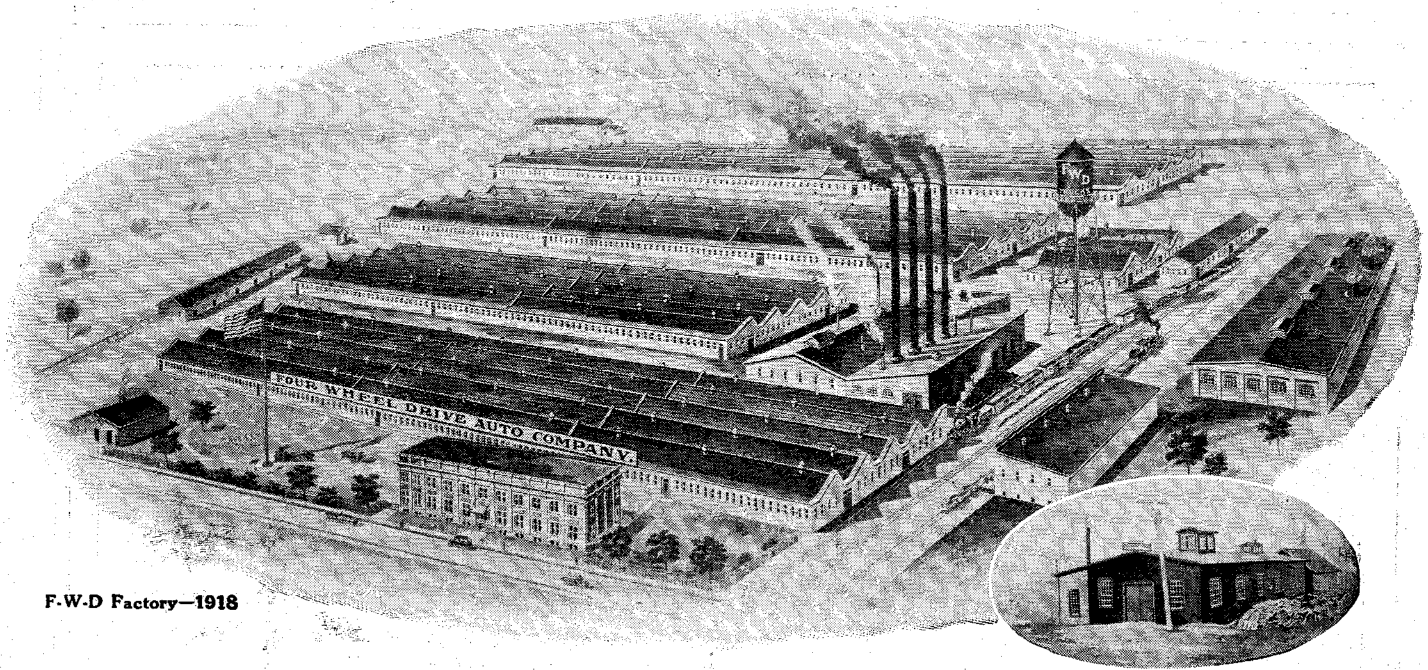
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The boys from the Front will tell you

use of smoke-screens, but probably soon realized that, if the range was closed much more, his fleet would soon be in a hopeless situation. At about a quarter to seven, therefore, he launched the first of his torpedo attacks. This had the desired effect. "The enemy," says the Commander-in-Chief [Jellicoe], "constantly turned away and opened the range under the cover of destroyer attacks and smoke-screens as the effect of British fire was felt." "Opening the range" means that the object of the torpedo attacks had been attained. For a quarter of an hour or more the closing movement of the Grand Fleet was converted into an opening movement. Scheer had prevented the close action that he dreaded. He had gained the time needed to turn his whole force from an easterly to a southwesterly course.

Sir David Beatty's account of his movements up to now is singularly brief. "At six o'clock," he says, "I altered course to east and proceeded at utmost speed. . . . At 6:20 the Third Battle Squadron bore ahead, steaming south toward the enemy's van. I ordered them to take station ahead. . . . At 6:25 I altered course to E.S.E. in support of the Third Battle-Cruiser Squadron, who were at this time only 8,000 yards from the enemy's leading ship." Nothing is said of his movements in the next twenty minutes. "By 6:50," he continues, "the battle-cruisers were clear of our leading battle squadron, then bearing N.N.W. three miles from *Lion*." (*Lion* was now third ship in the line.) "I ordered the Third Battle-Cruiser Squadron to prolong the line astern and reduce to eighteen knots." There was nothing now to hurry for. The daylight action was, in fact, over. For that matter good visibility was at an end. From 6:30 till the torpedo-attacks broke up the Grand Fleet's gunnery, it was engaged intermittently and at longer range by all three of the main squadrons. But by this time Sir David Beatty had passed ahead, and the survivors of the enemy's van had begun their turn.

The next phase of the action was a fruitless chase of the enemy from seven o'clock until 8:20. "At 7:6," says Sir David Beatty, "I received a signal that the course of the fleet was south. . . . We hauled round gradually to S.W. by S. to regain touch with the enemy (who were lost to sight at about 6:50), and at 7:14 again sighted them at a range of about 15,000 yards. . . . We reengaged at 7:17 and increased speed to twenty-two knots, the leading enemy battle-ships bearing N.W. by W. . . . At 7:45 P.M. we lost sight of them."

These two extracts from Sir David Beatty's dispatch, comments Sir Arthur, reveal the plan of enveloping the German Fleet, which he had endeavored to make possible and to share, and also his course after that plan had proved abortive. The inference, even tho the critic here makes no direct statement of his opinion, is that the main fleet under Jellicoe did not spread southward soon enough. Beatty was left to his own devices, it seems, while the main British Fleet was driven back by a torpedo-attack. The writer continues:

> On hearing that at last he was to be supported, Sir David Beatty raised his battle-cruiser speed to twenty-two knots and made a last effort to get in touch with the retiring enemy. He soon found and engaged him at a range of 15,000 yards, and contact coincided with a sudden improvement in the seeing conditions. Four ships only, two battle-cruisers and two battle-ships, evidently the van of the enemy's line, were visible, and these were at once brought under a hot fire, which caused the enemy to resort to smoke-screen protection, and, under cover of this he turned away to the west. At 7:45 the mist came down again and the enemy was lost to sight. The First and Third Light-Cruiser Squadrons were then spread out. They swept to the westward and located the enemy's line again, and at 8:20 the battle-cruisers—whose course had been southwest up to now—changed course to west and got into action apparently with the same four ships as before, at the short range of 10,000 yards. The leading ship soon turned away, emitting high flames and with a heavy list to port. She had been brought under the fire of the *Lion*. The *Princess Royal* set fire to one of the two battle-ships. The *Indomitable* and the *New Zealand* engaged a third and sent her out of the line, heeling over and burning also. Then the mist came down once more and the enemy was last seen by Falmouth at twenty-two minutes to nine.
>
> The British Commander-in-Chief is far less explicit as to the occasions on which his ships got into action. The action between the battle-fleets, he said, lasted intermittently from 6:17 to 8:20. At 6:17 we know that Burney's division got into action, and at 6:30 until some time up to 7:20 the other divisions also. But no details of any kind of encounters later than that are mentioned. It is clear that after 6:50 the weather made continuous engaging quite impossible. There was a second torpedo-attack during the stern chase—and once more the enemy "opened the range."
>
> The form that the deployment actually took, and the fifteen minutes' respite from attack won by the torpedo-attack at 7:40, which enabled Scheer to get his whole fleet on to a southeasterly from an easterly course, were, tactically speaking, the explanation of the German escape on the 31st. It is more difficult to understand exactly why they were not brought to action on the following day. Very little is actually known of what happened in the course of the night, and the dispatches throw little light on it because, tho many incidents are mentioned, very few have any definite hour assigned to them. The facts, so far as they can be gathered, are as follows:
>
> The Grand Fleet seems to have lost sight of the Germans altogether after 8:2—and Sir David Beatty's scouts saw the last of their enemy at 8:28. The Vice-Admiral continued searching for forty minutes longer, and then fell back east and to the line which was the course of the Grand Fleet when he was last in touch with it by wireless.
>
> The Commander-in-Chief does not tell us of any search made for the enemy at all. But from the fact that he had gone northward to look for his own destroyers and cruisers, it is evident that whatever information he had got during the night pointed to the probability of the enemy having retreated from the battle-field not south or west, but east and northward. At 8:40 on the previous evening he was last reported at a point 120 miles from the Horn Reef light-ship, bearing almost exactly northwest from it. It is highly probable that at least ten of the German ships had been struck by torpedoes in addition to the one sunk. And tho *Lutzow* was the only ship sunk by gun-fire, many others had suffered very severely.

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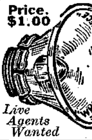

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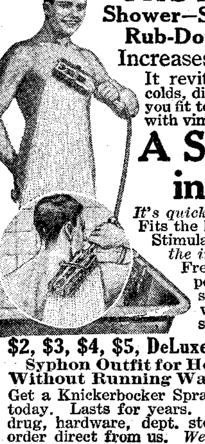

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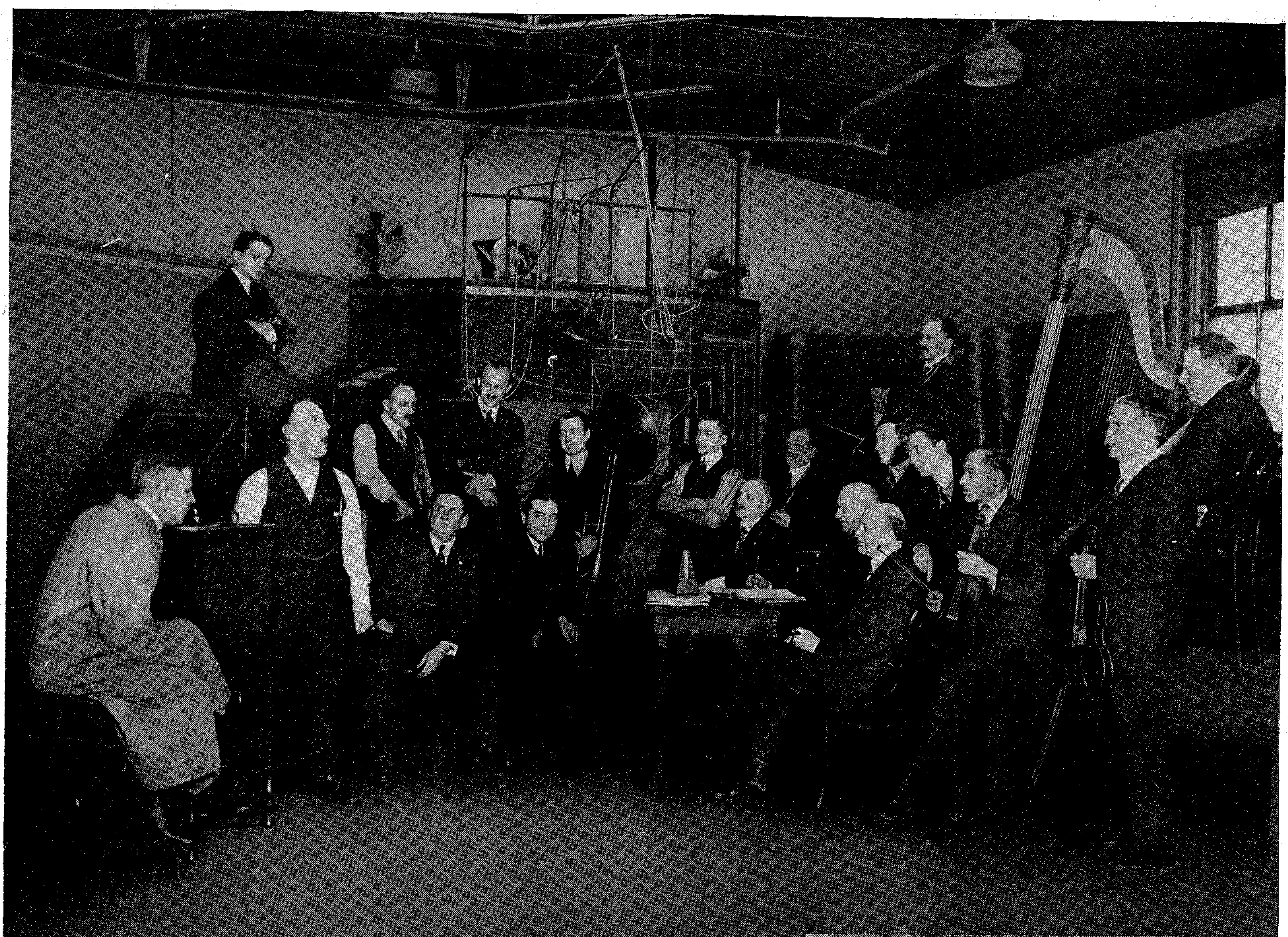
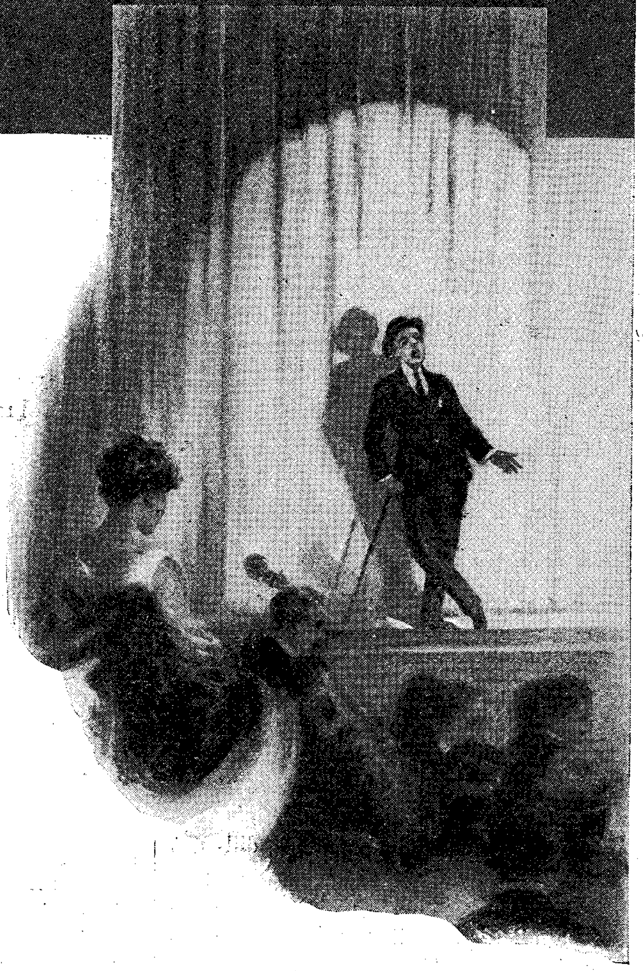


"It's You, Arthur!"

ARTHUR FIELDS, the great vaudeville favorite, is a past master at putting the "punch" into popular songs. The illustration is from a photograph taken at the Edison Recording Laboratories and shows Mr. Fields standing beside the New Edison and singing in direct comparison with its RE-CREATION of his voice. This test of direct comparison is an Edison test. It is made by no other manufacturer.

At the table are seated three experts, who pass on each Edison recording. In the group surrounding them are several popular Edison artists who happened to be at the Edison Recording Laboratories when this test was made. Among them are Collins and Harlan, world famed singing comedians; George Wilton Ballard, the popular ballad singer; Cesare Sodero, Director of Sodero's Band; and Eugene Jaudas, Leader of the Jaudas Society Orchestra.

The verdict of this critical assemblage was expressed in the spontaneous ejaculation, "It's *you*, Arthur." The New Edison has never failed, in similar comparisons, to bring forth a similar verdict.



Broadway Is Gay Again!

Good old Broadway, bad old Broadway, where joy is king
and care must wear the mask of mirth.
Broadway is itself again!

THERE are those who appear to believe that the Edison Recording Laboratories specialize on grand opera and classical music to the neglect of the songs of the day. Nothing could be farther from the truth.

During the war, the output of Re-Creations was necessarily reduced but now the Edison Manufacturing Laboratories are operating at full blast and the Broadway Hits are being produced in large quantities.

The artists who sing the new songs and play the new dance music for the New Edison will testify that Mr. Edison's recording experts are as painstaking and exacting in recording the latest nonsense from "Tin Pan Alley"* as they are in making a record of a grand opera aria. Recently, after repeated rehearsals, a celebrated singer of comic songs said disgustedly to his companion: "Edison certainly makes you earn your money. You'd think I was going to sing 'Celeste Aïda' instead of a thing that nobody will remember the name of twelve months from now."

This singer spoke the truth. It is an inflexible rule at the Edison Recording Laboratories that if a thing is worth doing at all it is worth doing well.

For the same reason that the New Edison brings to your home everything the ear can give you of the art of the world's great opera singers, it also puts the very breath of Broadway into its Re-Creation of the Broadway song and dance hits.

The illustration on the opposite page is from a photograph taken at the Edison Recording Laboratories on Fifth Avenue, New York City, as Arthur Fields was making the acid test of singing in direct comparison with the New Edison's Re-Creation of his voice.

If you will close your eyes as you listen to the New Edison's Re-Creation of Mr. Fields' voice in some of the recent Broadway song hits a magic carpet will transport you to Longacre Square, and Fields' performance will be as entertaining to you as if you were sitting in a second row seat at the Palace Theatre.

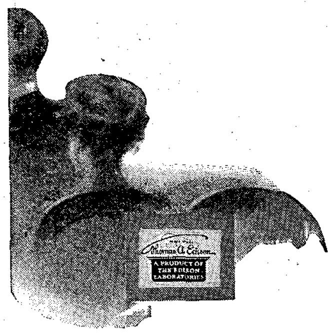
Mr. Edison spent three million dollars in research work to develop the phonograph which performs this miracle. Do not confuse this wonderful Three Million Dollar Phonograph with other sound producing devices. There is but one instrument which sustains the test of direct comparison with living singers and instrumentalists. It is

---

*The Popular Song Publishers' District.

The NEW EDISON

"The Phonograph with a Soul"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A PRODUCT OF THE EDISON LABORATORIES

May we send you a complimentary copy of "ALONG BROADWAY" and the booklet "WHAT THE CRITICS SAY"?

ALL TOGETHER
Let's continue production and insure Prosperity.
U. S. Dept. of Labor,
W. B. Wilson,
Secretary.

THOMAS A. EDISON, INC., ORANGE, NEW JERSEY

If the fleet's maximum speed before the action was eighteen knots, it is highly improbable that after the action it exceeded fifteen. At fifteen knots it would have taken the Germans eight hours to reach the Horn Reef light-ship, had they started for the point directly after contact with the British main squadrons was lost. Having suffered so severely and escaped so miraculously, it was not only obvious that Scheer's one idea on June 1 would be to make the most of his luck and get safely home, it was also to the last degree probable that he would shape a course for home which would bring him soonest under the protection of whatever defenses the German coast could offer. He would not, that is to say, attempt to gain Helgoland by trying to get round the British Fleet to the south and west, and then turn sharply east to Helgoland; he would probably try to creep down the Danish and Schleswig coasts, where wounded ships might, if necessary, be beached, and the islands might supply some form of refuge if the situation became desperate. It was on this route also that the submarines sent out to cover the retreat could be stationed. The best chance of bringing the Germans once more to action on the morning of June 1 would then appear to have been a sweeping movement toward the Horn Reef. The German Fleet could not possibly have reached this point before half-past four, and probably not before half-past six. The fast, light forces and the battle-cruisers could have got across to the Schleswig coast in two and a half hours and the battle-ships before seven o'clock.

If the dispatch tells us all that was done, one is rather driven to the conclusion that the Commander-in-Chief assumed that it was not our business, but the Germans' business, to resume the action. Why else should he say that "the enemy made no sign"? or exult in the fact that he knew from his *Zeppelin* at four o'clock where the British Fleet was if he liked to look for it? Why should the enemy make a sign? Was it not obvious after the events of the preceding day that he could have but one idea, and that was safety? Scheer and von Hipper had certainly done enough for honor. They had inflicted heavier losses than they had suffered. If they could get home they had anything but a discreditable story to tell. If the Commander-in-Chief really thought it was not his first duty to find and bring the enemy to action again; if the risk of approaching the Jutland coast seemed too great; if the frustration of any ulterior object the enemy might have contemplated the day before seemed cheaply purchased by the losses the Battle-Cruiser Fleet had suffered, so long as our main strength at sea was not impaired, then the proceedings on June 1, as communicated to us, are perfectly intelligible.

Yet there must have been many among his officers and under his command who took a diametrically different view. After engaging for the last time at 8:40 on the previous evening, Sir David Beatty says: "In view of the gathering darkness and of the fact that our strategical position was such as to make it appear certain that we should locate the enemy at daylight under most favorable circumstances, I did not consider it desirable or proper to close the enemy battle-fleet during the dark hours. I, therefore, concluded that I should be carrying out your wishes by turning to the course of the fleet, reporting to you that I had done so."

On the events of June 1 Sir David Beatty's dispatch is silent, but it is obvious that it was not his opinion overnight that the morrow should be spent in waiting for the enemy to give a sign, but that, on the contrary, it was certain that he could and should be found and brought to action.

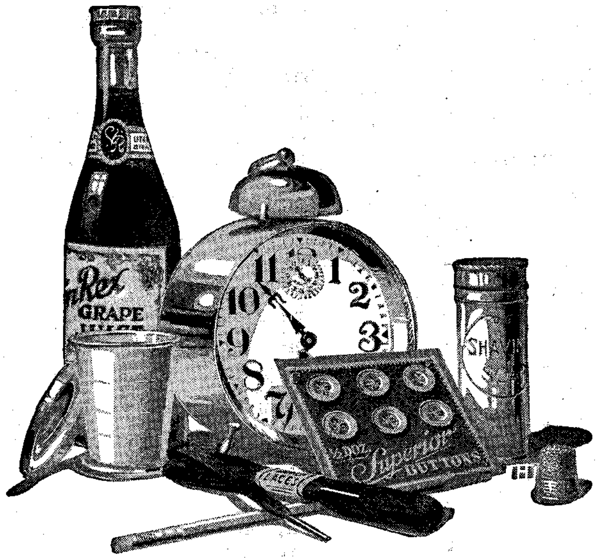
LLOYD GEORGE ON BRITISH LABOR UNREST

THE British Labor party is officially opposed to the Lloyd George Administration in Great Britain, but his tremendous victory in the last election, of course, could not have been won without the votes of the workers. The labor-leaders, too, have criticized his relief measures for the unemployed, the aged, and the sick on the ground that labor asks justice, not charity, but these measures have undoubtedly been of actual present help to thousands of the needy, even if they have also been the target for volleys of criticism, and the Premier is going right ahead with other enterprises of the same sort. Just now he is faced by the prospect of serious strikes that may develop into Bolshevism if not wisely met. That this is a real peril is shown by the speech of one of the labor-leaders who is also a member of Parliament, Mr. J. H. Thomas, general secretary of the National Union of Railwaymen, but greeted more familiarly and affectionately by his audience with shouts of "Good, old Jim!" He is reported in the London *Times* as saying:

> There are two dangers we are faced with. On the one hand are those people who can not read the signs of the times, the reactionaries who believe they were born to govern, and that they must enjoy the best things of life, and what is left is good enough for the others. The days of those people are doomed. There are those who believe you can revolutionize by mere industrial trouble or introduce what is called the Russian method into this country. I am as bitterly opposed to the one as to the other, because I believe both are dangers and must be fought, and that both are against the best interests of the working classes. I plead with you, railway men and women of the country, not to take the law into your own hands. The essence of democracy is to be loyal to those you have put into authority. Any other way will lead to disaster. Railway men and women, we are going to change the position. A better time is in store for you, but as democrats I appeal for loyalty.

Mr. Lloyd George treated the British labor troubles very frankly and strongly in his speech at the opening of Parliament, partly reported by cable and now brought to us in full in the London papers. After discussing other matters, he said:

> I come now to the question of labor unrest. I can not conceive any question which is more important to the House to take cognizance of than this question. If this unrest continues the consequences will be grave to the trade and industry of this country, and if certain designs which some men harbor in this country had even a remote prospect of success, I can not think of a more serious matter for the House of Commons immediately to concern itself with. There is no doubt of the unrest. It is not so easy to divine the causes. Some of the causes are legitimate, some are not. Let us consider those which are legitimate. In some respects the economic conditions of the country during the war have been better than during our lifetime. Wages have been higher, there has been no unemployment, there has been no distress, there has been no poverty comparable to that which existed before the war.
>
> Still there are special war-conditions which have conduced to the unrest. Let us take them first. There is the strain of the last four and a half years. There is no doubt that nerves are rattled. Men have been working on the stretch for four and a half years, amid the tensest excitement and of all kinds of anxieties, working time and working overtime. Four and a half years of that is enough to produce a condition of things where men are not in their normal frame of mind when they come to consider any problem. Let us begin by remembering that, and by making allowance for it. I call that a legitimate cause, but it is a passing cause and a vanishing cause. It will grow less day by day.
>
> What is the next? It is a genuine fear of unemployment. It is only workmen who have passed through times of unemployment who know the terrors of it and what it means to their households. What is the other cause? Social conditions, against which there have been growing dissatisfaction, discontent, and revolt in the conscience and heart of the community, and the better educated the working classes become the deeper and stronger is their resentment at these social conditions, many of them involving human degradation. There is bad housing, there is overcrowding in many districts—you have only to read the reports which have been presented to this House many a time—overcrowding under conditions in which no decent and wise agriculturist would have herded his cattle. All this has been aggravated during the war through the special conditions of the war. You have had workmen crowding into areas, because there were special munition-works there, already insufficiently supplied with houses, and no building possible. The ordinary building of the country has been at a standstill for five years. Men have crowded into these areas.
>
> There is no doubt at all that even restrictions on the people's luxuries and amusements have helped, and all these are causes which have contributed to the unrest. I should like to say something about one or two of them, but I make this general observation first of all. In so far as there are legitimate causes of unrest, it is the business of the Government and the House of Commons to do its best to remove them, so as to give no justification for unrest, and so as not to give material for those who are exploiting that unrest. In individual cases we are dealing with them. In individual trades there is much more work being done in regard to hours of work and wages than perhaps the public knows of. In trades affecting 3,000,000 of the working people of this country, agreements have already been arrived at in regard to hours of labor. In trades affecting another 2,000,000 negotiations are still pending.
>
> But there is a good deal to be said about a more general investigation into the whole causes of industrial unrest. The Government will welcome such an investigation, and will be glad to agree upon any method of investigation into the general causes which will be satisfactory to employed, to employers, and to the community at large. They have certain suggestions which they are prepared to put forward and to discuss on the proper occasion. There is, I think, an amendment to be moved on the subject of industrial unrest,



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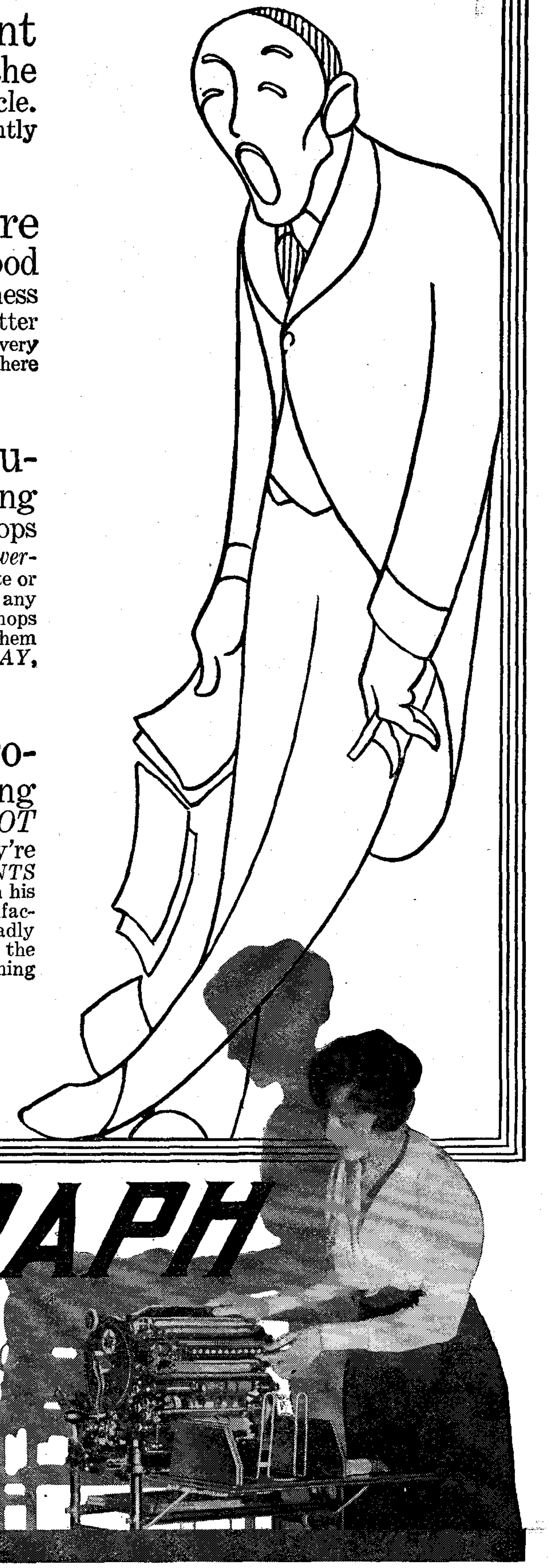
Dilly Dally Men



don't care how many hours are lost or whether an important job is gotten out today or sometime in the hazy future. Delays don't worry them a particle. With laggard minds and fishy eyes they yawn complacently and tell you that *tomorrow will do just as well.*

But men who in their hearts are *real Americans,* the men with active blood and active brains who have made American business what it is, the men who *do things NOW* and do them better than they've ever been done before—such men know well that every minute lost or wasted is a detriment not only to the business where the loss occurs but also *to the whole American fabric.*

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and that might be the proper occasion to discuss these various suggestions. To take the question of social conditions. This Parliament is pledged up to the eyes to deal with them. There is not a member returned to this House who is not pledged to deal with these causes. My right honorable friend the member for Derby (Mr. Thomas), in the very brave and very wise speech which he delivered on Sunday, said he did not altogether trust this Parliament to carry out these pledges. I can not imagine a graver indictment against any Government, or Parliament, than that. We have been given authority to deal with these matters, and the Government mean to do their best. I am confident Parliament will support them. If we fail history will condemn not merely the personnel, but the egregious folly of such a failure. Bills will be introduced, and introduced soon, to deal with housing, with health, with the development of the transport of the country, the revival of rural life, with land settlement for soldiers and others, and with reclamation and afforestation.

Then the Premier turned to a point that some people seem to forget, namely, that if business is too badly hampered by labor unrest it will come to a standstill, and there will be nothing for anybody. He proceeded:

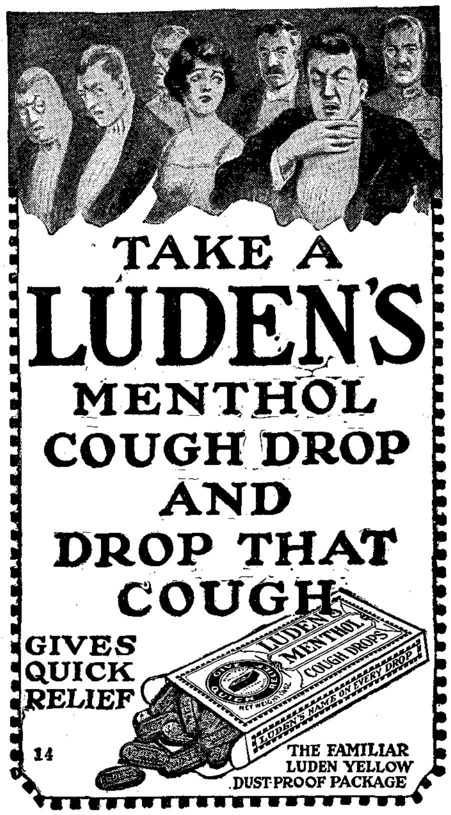
I do not believe that there is any fear of unemployment if we behave rationally and wisely, but if there is any attempt to reproduce the conditions which we have witnessed in Russia, where there is a deficiency of profitable employment, that would be indeed fatal to employment in this country. The heavy burdens of the war bear heavily on all classes and on all businesses, and that has got to be borne in mind when you are trying to start all classes of industry again in this country. I wish that fact to be borne in mind. If too many demands are not put forward by certain sections of the community, there is plenty of material for employment if all classes act with restraint and wisely. There was a very admirable passage in my honorable and gallant friend's speech in which he pointed out the arrears in all parts of the world which have not been supplied during the last four or five years in some of the essential ingredients of work throughout the various countries that constitute our markets. In railways, in textiles, in ships, in furniture, in buildings, there are great arrears. All these have got to be made up. There is no danger of unemployment if certain essential conditions of employment are adhered to.

What are those conditions? First of all, confidence must be given to those who are responsible for starting the wheels of industry and commerce. It is with difficulty we can get a move on. There is a great hanging back, because men do not quite know what is going to happen. There are so many doubtful conditions. And if men apprehend that an enterprise which they propose to start is going to be interrupted by some social upheaval they would rather not start. They know perfectly well that if they begin and something happens, and they are caught half-way, they would be ruined. Confidence, therefore, is essential to setting the wheels of industry and commerce going. Disturbance creates unemployment, aggravates unemployment, perpetuates unemployment. What is the second cause of possible unemployment? If the cost of production in this country becomes so high that it reduces the purchasing capacity of the community as a whole, or puts us out of the markets of the world—and both will happen if the cost of production is too high—that means disastrous unemployment. That is why one individual trade can not be considered without reference to the rest, and I should like all sections of the community to bear that in mind at the present moment. A great increase in the cost of some essential ingredients like coal or transport may easily destroy our chance of restarting our great export industry. We are a great exporting country. I believe we exported before the war something like £1,000,000,000 worth of goods of all sorts. It was a gigantic trade. It used to be computed that half of that was wages. Most of that trade was conducted on a narrow margin. A little change, this way or that way, would have given the trade to some one else. Four shillings a ton on coal, or shillings added for some other ingredients, whether it be shipping or other transport, or in some other way, may deprive us of hundreds of millions of trade in all parts of the world. What does that mean to employment? It means throwing hundreds of thousands of men out of work. I am not sure that it might not run to millions. Would the miners gain by that in the end? No one can consider individual trades without reference to their bearing upon other trades, and when we talk about unemployment, we have got to bear in mind those two essential considerations.

It is a great mistake to imagine that there is an inexhaustible reservoir of profit that you can dip into at any moment without burdening any trade or business. There is no better illustration than the railways. At the beginning of the war the railways of this country were making a profit of £50,000,000, which produced a dividend of under 4 per cent. That is not a very extravagant return for capital, a great deal of it invested by small people. It is not invested in big sums, as a rule. What has happened since the war? Owing to increases in one thing or another, in wages, curtailment of the hours of labor, and increased cost of material, we have added ninety million pounds to the cost of running the railways. Where is the fund of profit there? It is all gone. Who is to make it up? The first-class passenger will not produce much if you double or treble his fare. Every railway manager knows that. We have to get it from the consumer in some way or other—from your third-class passenger, your goods, your food. That is the only way to get it. I only want every section of the community when it puts forward demands to bear these essential facts in mind that all these demands are passed on to some one else, and that there is a stage where if you pass them on they crowd on top of some poor industry that can barely march now, and it is crusht. That means unemployment for somebody.

The attractive idea that a reduction of the hours of labor will provide more employment was next examined as follows:

There is a theory that one way of providing employment is by reducing the hours of labor, so that there will be enough work to go round at the same wages. Reduce the hours of labor to what is legitimate and what is fair and possible, but to reduce them merely in order to create employment for exactly the same wage is the one way to make unemployment over the whole country. I should have thought that that stood to reason; it is really so elementary. It increases the cost of a particular commodity which a trade is producing, that commodity is an ingredient in something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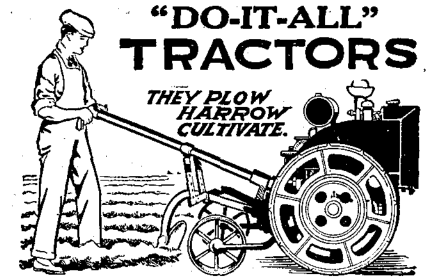
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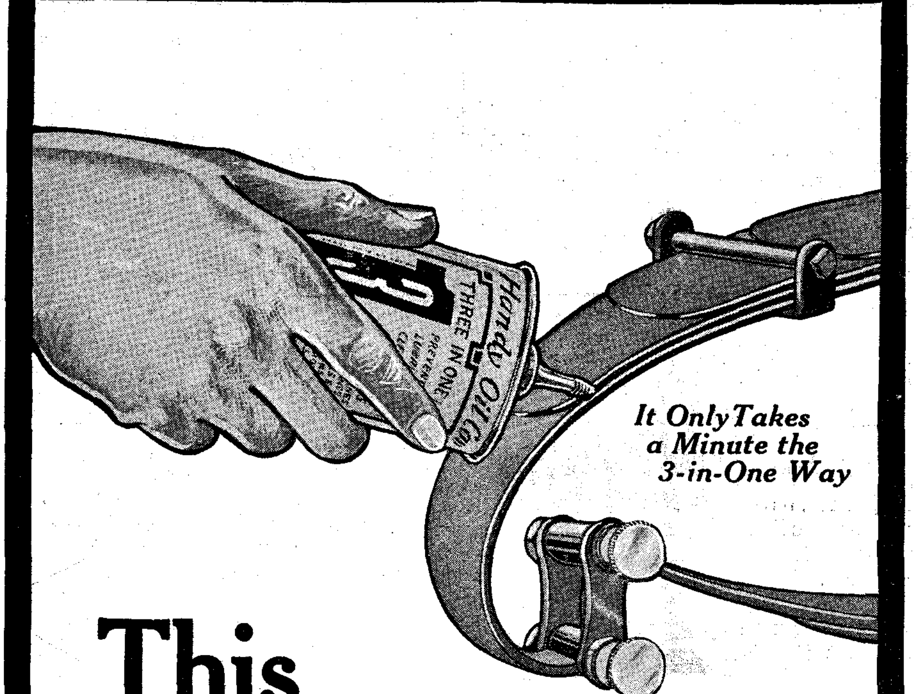

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else; if you put up the price you diminish the purchasing capacity, and if you diminish the purchasing capacity you diminish employment. Not only that, but, as I have pointed out, you destroy the overseas trade upon which this country depends more than any country in the world. I would despair if the working classes of the country did not realize that elementary fundamental principle. But I am sure they do. You may by this process gain something which looks like a big wage, but in the end you increase the cost of everything. See what happened in Russia The workers there seemed to be getting sumptuous wages. They ran up to the most splendid figures, but when they went into a shop with these wages, what could they buy for them? Go there with a £5 note and you will buy as much as you could buy here very often for 1*s*. 6*d*. What is the good of wages being increased for those people? Puffed-up wages which look good on paper—and they are paper—as if the working classes at last were coming into their own. They are being cheated by that system at every step, and they are beginning to discover it. There are legitimate means by which the Government can assist employment. Take the housing problem. My right honorable friend asked me a question about what we were doing He ventured to say that not one single step had been taken. He is quite misinformed As a matter of fact, the Ministry of Supplies has already taken the most gigantic steps to prepare for the housing program They have ordered material on a very considerable scale which will provide employment—bricks, windows, and doors, and all the material which is essential for the building of houses. That is one method. There is the development of the ways of communication which will open up the resources of the country. That will provide legitimate employment while it enriches the country at the same time. There are projects like afforestation and settlement on the land which provide for the healthiest means of employment which any state can provide for its people in the greatest industry in the land.

Mr. Lloyd George urges the workers to follow the advice of their labor-leaders. But if they refuse, and prefer the path of anarchy, then they will be treated as enemies of the nation. To quote his words:

Then as to the causes of this unrest—I am bound to be frank with the House. One of them was dealt with by my right honorable friend, and I am not going to deal with them all. There is the sedulous attempt which has been made for years to undermine confidence in trade-union leaders. Why? It has produced indiscipline, which is often beyond the control of the trade-union; it has almost made collective bargaining impossible. And I can not conceive anything more fatal to the industrial life of this country. A trade-union leader acquires in the course of years knowledge and experience in the course of his business; more than one side and one aspect are forced upon his vision, and he gets to know things which otherwise would never have been brought to his notice Knowledge and experience give responsibility, and the moment they exercise that responsibility they are attacked. Their influence is undermined, distrust and suspicion creep over them, and the result is distrust where there ought to be confidence, and it is almost impossible to do business in some trades. I have had some experience of it. Why is this done? It

The Oliver Means the Utmost for Your Money

WAS $100

NOW $57

PRINTYPE
OLIVER
Manufactured by The Oliver Typewriter Co. Chicago, U.S.A.
No. 9

Free Trial

$3 per month

Does a $43 saving attract you?

Or would you as soon pay $100 for a Typewriter?

We offer here the $100 Oliver for $57. The identical Model 9, without the slightest change in design or workmanship.

The Oliver would still be priced at $100 if we had to sell it by our former methods.

The lower price comes from our new, economical method of distribution. You benefit by this saving.

You obtain now a new Oliver 9, our latest and best model—the same $100 value—for only $57. If any typewriter is worth $100, it is this speedy, durable Oliver.

Our War Lesson

During the war we learned that it was unnecessary to have great numbers of traveling salesmen and numerous expensive branch houses throughout the country. We were also able to discontinue many other superfluous sales methods.

You now become your own salesman under this plan. You are the sole judge of its performance and merit. No eager solicitor need influence you.

Every possible money-saving, short-cut policy has been adopted. Every way to make it simple and easy for you to buy. And all without changing the Oliver an iota.

Our Simple Plan

You may order an Oliver for Free Trial direct from this advertisement. The coupon brings it—or further information, if you desire.

You need send no money in advance. The Oliver must sell itself. When it comes, try it out as if it were your own. Compare its workmanship. Note its serviceable design and manufacture.

If you agree that it is the finest typewriter at any price, and want to keep it, then send us $3 per month until the $57 is paid.

By this plan you can use it while paying.

If, after trying it five days, you do not wish to keep it, ship it back, express collect. We even refund the out-going transportation charges.

During this trial you are not under the slightest obligation to buy. You can keep it or return it, according to your own opinion of its worth.

An Easier Way Impossible

The new Oliver plan makes it possible for all to own a typewriter. The change in price saves you $43.00. Our free trial offer and our easy payment plan demonstrates the great faith this Company has in its product.

Could this Company afford to send its machines by the thousand for free trial if it was not sure of the absolute satisfaction it affords its users?

Could it afford to permit its customers a year and a half to pay for its product if it was not absolutely confident of its greater durability? Could any company do more?

Note that the coupon brings either a free trial Oliver or further information. There are two places to check; mark which you prefer. Note how simple the whole plan is. How you deal directly with the manufacturer. Then mail the coupon today.

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Now!

Over 700,000 Sold!

Among the famous users of the Oliver are: U. S. Steel Corporation, Encyclopedia Britannica, Hart, Schaffner & Marx, National City Bank of N. Y., Pennsylvania Railroad, Columbia Graphophone Co., Boston Elevated Railways, Otis Elevator Company, Morris & Co.—hundreds of similar concerns and thousands of individuals.

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THE OLIVER TYPEWRITER COMPANY
1033 Oliver Typewriter Building, Chicago, Ill.

☐ Ship me a new Oliver Nine for five days free inspection. If I keep it, I will pay $57 at the rate of $3 per month. The title to remain in you until fully paid for.

My shipping point is..

This does not place me under any obligation to buy. If I choose to return the Oliver, I will ship it back at your expense at the end of five days.

☐ Do not send a machine until I order it. Mail me your book—"The High Cost of Typewriters—The Reason and the Remedy," your de luxe catalog and further information.

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Figure work by "touch" system now a reality

SUNDSTRAND — the simplest figure machine — makes speedy "touch" system figure work a *true reality.* SUNDSTRAND simple keyboard — with all 10 keys at finger tips — and arranged in natural "one-two-three" order — is the reason.

SUNDSTRAND "one-hand" operation gives sub-totals and grand totals — printed in red. Writing is always in sight. Handle pull is short and snappy.

SUNDSTRAND small size and light weight permits carrying to private or general office, factory or shipping room — wherever the figure work may be. Saves buying separate machines for each department to stand idle much of the time.

SUNDSTRAND adds, multiplies, subtracts, divides — figures interest, chain discounts, payrolls, costs and invoices — easier, faster and more accurately than you ever thought possible with a mere machine.

Write for Booklet

Investigate SUNDSTRAND and you will choose it — just as have the biggest and most careful buyers everywhere. A request brings demonstration without annoying solicitation.

SUNDSTRAND ADDING MACHINE CO.
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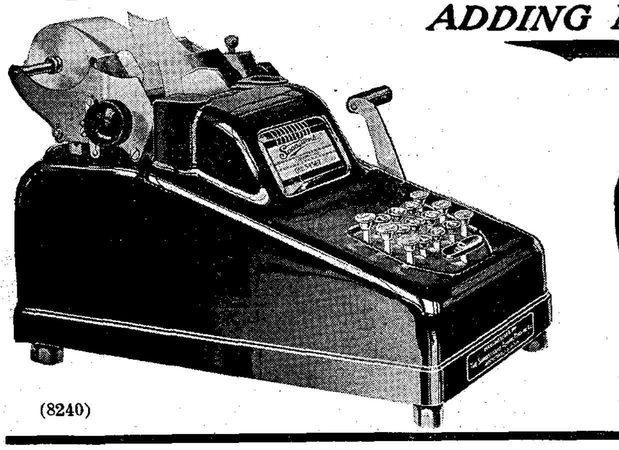
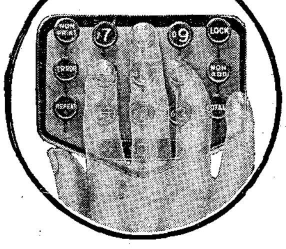




All keys at finger tips — arranged in "one-two-three" order — for speedy "Touch" System Figure Writing!

(8240)

is done undoubtedly by some for the very reason that anarchy is the only thing that can follow — and that is what they are after. Anarchy is their aim, and anarchy is the purpose of some of those men who are seeking to destroy, not merely trade-unionism, but the state. . . . . .

There are men in certain trades at present who are undoubtedly urging their leaders to use the power which they have got to hold up business. We had some very strong words about that from my right honorable friend. I have one or two words to say about that on behalf of the Government. Every demand which is put forward by any body of workmen the Government are bound to examine, and they will examine it fairly and carefully, with a view to removing any legitimate grievance and to redress any unfairness or inequalities. But any demand which is prest forward with a view, not to obtaining fair conditions, but with ulterior motives — to hold up and to overthrow the existing order and to destroy government, relying not upon the justice of the claim, but the brute force which is behind it, then may I say as to that, on behalf of the Government, in all solemnity, we are determined to fight Prussianism in the industrial world exactly as we fought it on the Continent of Europe, with the whole might of the nation. Whether it be employers or employed, when anybody uses force in order to drive an unfair bargain with the community, we are bound to fight that with the whole might of the nation, or we cease to be a government.

I have already indicated that the first thing we have got to do is to get peace. You will not get settlement in the world until you have peace. These disturbances are interfering with the making of peace, and they are making it difficult to make peace. Every morning before I went to the Peace Conference I had messages from London about a strike, and when I returned in the evening about another strike — trade-union leaders thrown over and bargains repudiated, and, I do not mind saying it, I think it would have been to the advantage of the Peace Conference if I had been able to remain there for a few days longer. These disturbances are promoting the very evils which they are supposed to be intended to work against and to get rid of — they are making peace difficult.

I really appeal to men of all sections to consider seriously the effect of demands which are made upon the community merely upon the strength of force behind them. I know the perils, I know the dangers, and I have carefully reckoned the cost, and I say deliberately that if the people of this country are prepared to face both the peril and the cost with the courage, endurance, and patience which they have exhibited in the face of an equally great enemy, and if all classes of the community are prepared to make the necessary sacrifices for the security and freedom of industry on which the future of this land and the happiness of its people really depend, then I am prepared to say with full knowledge that no section of the community, however powerful it may be, can or will be allowed to hold up the whole nation. Claims we will examine, and we will devote the whole of our strength to setting right and redressing all legitimate grievances. But I appeal to the common sense of all sections of the community so that the victory won so largely by the heroism and tenacity of this great nation in five years of sacrifice shall not be wantonly dissipated in a few weeks of frenzied strife.

MORE MILES at less cost

THE war taught America a lot of things about the value of good roads and the way to build highways that will be permanent.

A marked decrease in the cost of road-building equipment and materials, combined with a large increase in available labor, means that the hundreds of millions of dollars appropriated by States and the nation for road construction will soon add thousands of miles of good roads—the best roads—to the highway system of the United States.

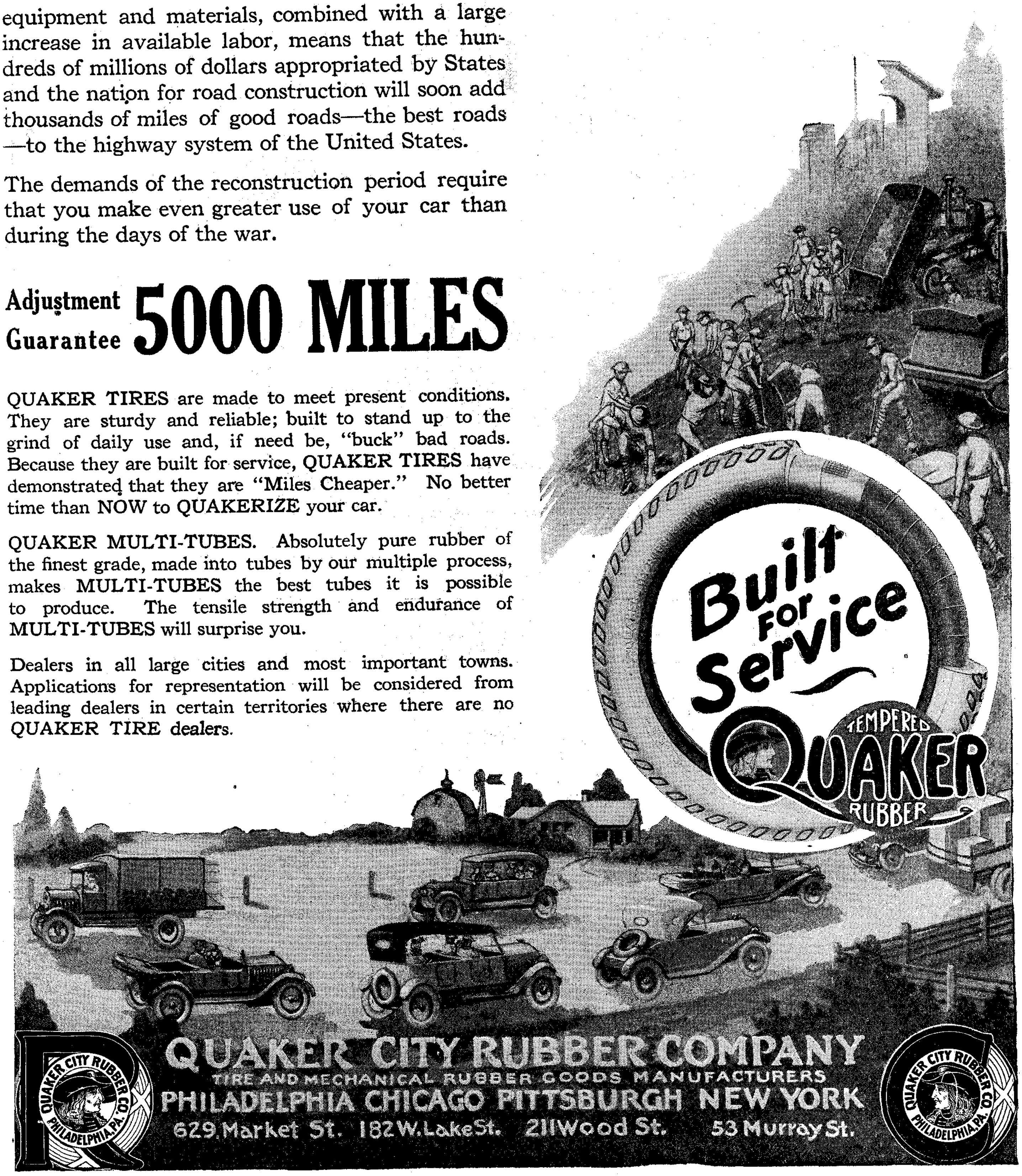
The demands of the reconstruction period require that you make even greater use of your car than during the days of the war.

Adjustment Guarantee 5000 MILES

QUAKER TIRES are made to meet present conditions. They are sturdy and reliable; built to stand up to the grind of daily use and, if need be, "buck" bad roads. Because they are built for service, QUAKER TIRES have demonstrated that they are "Miles Cheaper." No better time than NOW to QUAKERIZE your car.

QUAKER MULTI-TUBES. Absolutely pure rubber of the finest grade, made into tubes by our multiple process, makes MULTI-TUBES the best tubes it is possible to produce. The tensile strength and endurance of MULTI-TUBES will surprise you.

Dealers in all large cities and most important towns. Applications for representation will be considered from leading dealers in certain territories where there are no QUAKER TIRE dealers.



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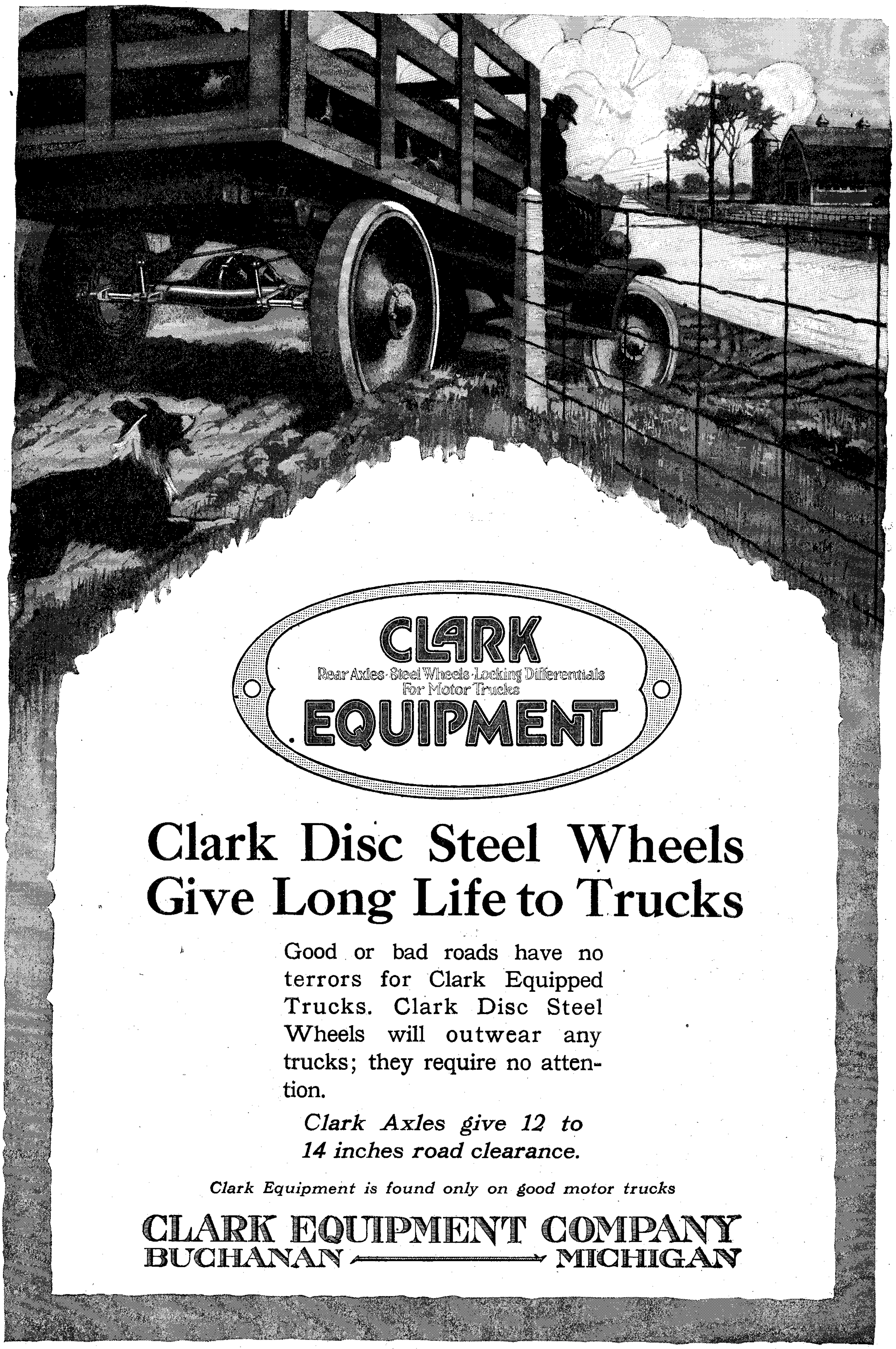

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Clark Disc Steel Wheels Give Long Life to Trucks

Good or bad roads have no terrors for Clark Equipped Trucks. Clark Disc Steel Wheels will outwear any trucks; they require no attention.

Clark Axles give 12 to 14 inches road clearance.

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WHILE TOMMY AND "POILU" WAITED FOR THE YANKS "OVER THERE"

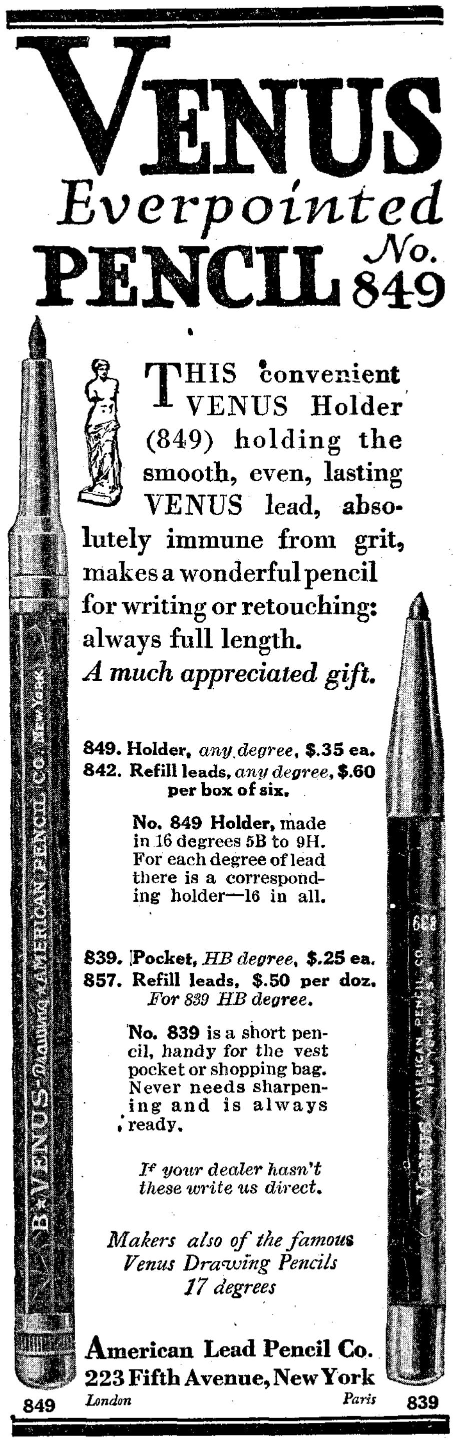
AMERICA, the power and vigor of America, on its way to add the final crushing blow to Germany—this theme runs with an electric tingle through the later chapters of Coningsby Dawson's new series of war-letters, "Living Bayonets" (Doran). There is no "spread-eagleism" about the author's testimony to the importance of our part in the war, for Mr. Dawson's first allegiance was to England and to the Canadian artillery regiment with which he fought. As he puts it with some sharpness, "We could have won without the Yanks—we're sure of that. Still, we're glad they're coming, and we walk jauntily. We may die before the promise is sufficiently fulfilled to tell. What does that matter? The Yanks are coming. We shall not have died in vain. They will reap the peace for the world which our blood has sown."

In other parts of these collected letters, the writer lets it be known that, in his opinion, we were rather slow to grasp the necessity of making the world safe for democracy, but he is fully appreciative of the dimensions which the American effort reached before the end, and such significant incidents as the American capture of Hamel, in conjunction with the Australians, on July 4, 1918, are understood at their full value, and eloquently described. Of this Fourth of July celebration he writes under date of July 10:

> The attack that the Americans put on on July 4 is, to my mind, one of the most significant things that has happened yet. Their battle-cry, "*Lusitania*," says everything in one word concerning their purpose in coming to France. If I were a Hun I should find it more terrifying than the most astounding statements of armaments and men. I can picture the enemy in those old shell-holes of the Somme that I know so well. It's early morning and a low white mist steals ghostlike over that vast graveyard, where crumbling trenches and broken entanglements mark the resting places of the dead. The enemy would be sleepy-eyed with his long vigil, but with the vanishing of night he would fancy himself safe. Suddenly, hurled through the dawn, comes the cry "*Lusitania!*" It must have sounded like the voice of conscience—the old and boasted sin for which medals were struck, the infamy of which was worn as a decoration, rising out of the past to exact suffering for suffering, panic for panic, blood for blood. Whoever chose that battle-cry was a poet—he said everything in the shortest and most rememberable way. America is in France to act as the revenge of God. She has suffered in the spirit what France has suffered in the flesh; through being in France she has learned from the French the justice of passionate, punishing hate. I can think that somewhere beneath the Atlantic the bodies of murdered children sat up at that cry; I can believe that the souls of their mothers went over the top with those American boys. "*Lusitania!*" The white-hot anger of chivalry was in the cry.
>
> Yes, and we, too, are learning to hate. For years we have hesitated to dogmatize as to which side God favors; but now, since hospitals have been bombed and the women who came to nurse us have been slaughtered, Cromwell's religious arrogance has taken possession of our hearts—"Let God arise, and let his enemies be scattered." When it was only we men who were wounded and killed by the Hun we could afford to regard him with an amused tolerance, but now—. This is how we have changed; we should welcome our chance to kill at close quarters and to forget mercy. This time last year we were proud to say that we have no personal animosity for the individual German; it sounded so strong and impartial. We don't feel that way now; can't feel that way. At last, because of our women who are dead, we have learned the magnanimity of hatred. Germany has entered a new phase of the war—a phase which her persistent brutality has created. She will find no more smiling faces on our side of No Man's Land when she lifts up her hands, shouting "*Kamerad!*" We are not her comrades; we never shall be again so long as our race-memory lasts. Like Cain, the brand of murder is on her forehead and the hand of every living creature is against her. When she pleads with us her common humanity, we will answer "*Lusitania!*" and charge across the Golgothas and the mists of the dawn, driving her into oblivion with the bayonet. No truth of the spirit which her voice utters will ever be truth for us again. It has taken four years to teach us our lesson; we were slow; we gave quarter; but we have learned.

The next letter, a brief one, deals with the dishonoring of an officer who had preferred to live a coward rather than to die a hero. He had been sentenced to be shot, but the sentence was commuted to one by the terms of which only "his honor was to be buried."

> France, July 11, 1918.
>
> I've returned from being with the infantry and am back with my battery now. For the next few days I shall probably be out of touch with my incoming mail.
>
> I have spoken several times to you about the test of war; how it acknowledges one chief virtue—courage. A man may be a poet, painter, may speak with the tongue of angels; but if he has not courage, he is as sounding brass or a tinkling cymbal. The other day I was accidentally the witness to the promulgation of a court martial. The man was an officer; he had been sentenced to be shot, but the order had been changed to cashiering. There, in the sunlight, all his brother officers were drawn up at attention. Across the fields the men whom he had commanded were playing baseball. He was led out bare-headed. The sentence and the crime for which he had been sentenced were read aloud to him in an unsteady voice. When that was ended, an officer stept forward and stript the buttons and the badges of rank from his uniform. It was like a funeral at which his honor was buried. Under an escort, he was given "Right Turn," and marched away to meet the balance of life that remained. In peace times he'd have been reckoned a decent-looking chap, a little smart, but handsome—the kind of fellow of whom some mother must have been proud and whom probably at least one girl loved. A tall chap, too—six feet at least. I see him standing in the strong sunlight, white-faced and dumb—better dead—despised. His fate was the fate which many of us feared before we put on khaki when the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THIS convenient VENUS Holder (849) holding the smooth, even, lasting VENUS lead, absolutely immune from grit, makes a wonderful pencil for writing or retouching: always full length.
A much appreciated gift.

849. Holder, *any degree*, **$.35 ea.**
842. Refill leads, *any degree*, **$.60 per box of six.**

No. 849 Holder, made in 16 degrees 5B to 9H. For each degree of lead there is a corresponding holder—16 in all.

839. Pocket, *HB degree*, **$.25 ea.**
857. Refill leads, $.50 per doz. *For 839 HB degree.*

No. 839 is a short pencil, handy for the vest pocket or shopping bag. Never needs sharpening and is always ready.

If your dealer hasn't these write us direct.

Makers also of the famous Venus Drawing Pencils 17 degrees

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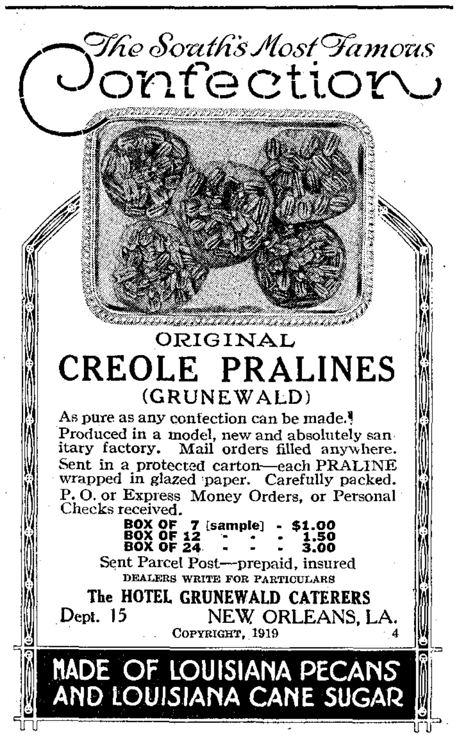
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As pure as any confection can be made.
Produced in a model, new and absolutely sanitary factory. Mail orders filled anywhere.
Sent in a protected carton—each PRALINE wrapped in glazed paper. Carefully packed.
P. O. or Express Money Orders, or Personal Checks received.

BOX OF 7 [sample]	-	**$1.00**
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The HOTEL GRUNEWALD CATERERS
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MADE OF LOUISIANA PECANS AND LOUISIANA CANE SUGAR

call first came. We had feared that we might not be able to stand the test and might be shot behind the lines. How and why we can stand it, we ourselves can not say. It was all a gamble at the start. Here was one man who had failed. The arithmetic of his spiritual values was at fault; he had chosen bitter life when death would have been splendid.

This must all sound very strange to you in your environment, where your honor and life are safe. Perhaps I should not intrude such scenes upon you.

The mail, bringing life in the outside world into sharp contrast with life in the trenches, inspires the four following letters. Descriptions of "trench life," such as we have become familiar with through dozens of "personal narratives," are not here, except in essentials—or quintessentials—but the effect of war's brute power upon Mr. Dawson's sensitive and well-civilized powers of observation results in bits of philosophy, poetry, of description that seem less description than life itself. Under date of July 15 he writes:

The mail has just come up to us. The runner stuck his head into the hole in the trench where I live and shoved in a pile of letters. "How many for me?" I asked. "All of them," he said.

I'm all alone at the battery, the Major having gone forward to reconnoiter a position and all the other subalterns being away on duties—so I've had a quiet browsing through my correspondence. A Hun cat sits at the top of the dugout across the trench and blinks at me. We found him on the position. He's fat and sleek and plausible-looking. I can't get it out of my mind that he's kept up his strength by battening on the corpses of his former owners. Between the guns there are two graves: one to an unknown British and the other to an unknown German soldier.

The battle-field itself stretches away all billowy with hay for miles and miles. When a puff of wind blows across it, it rustles like fire. The sides of the trenches are gay with poppies and cornflowers. The larks sing industriously overhead and above them, like the hum of a swarm of bees, pass the fighting planes. Miles to the rear I can hear the strife of bands, playing their battalions up to the line. A brave, queer, battling world! If one lives to be old he will talk about these days and persuade himself that he longs to be back, if the time ever comes when life has lost its challenge.

The Hun doesn't seem to be as frisky as he was in March and April. Now that he's quieting down, we begin to lose our hatred and to speak of him more tolerantly again. But whatever may be said in his defense, he's a nasty fellow.

. . . .

Since I started this letter I've dined, done a lot of work, watched a marvelous sunset, and received orders to push up forward very early in the morning. I shall probably send you a line from the O. P. The mystery of night has settled down. Round the western rim of the horizon there is still a stain of red. Under the dusk limbers and pack-horses crawl along mud trails and sunken roads. We become populous when night has fallen.

France, July 17, 1918.

To-night brought a great wad of American papers. What a time America is having—all shouting and anticipation of glory without any suspicion of the cost. War's fine when it's khaki and drums on

RUSCO
CLUTCH FACINGS
For Heavy Duty

AS EMPLOYED in heavy industrial work, the tremendous gripping power and great durability of Rusco is tried to the utmost and makes good. Special Rusco looms are able to produce webbing wide enough and heavy enough for the largest crane or elevator.

The material used for all Rusco brake linings and clutch facings, is solidly woven from the finest long fibre asbestos, with brass wire, and so treated and processed as to insure its surface against oil and water.

The solidity and quality of Rusco products are the direct result of 88 years of constant study and practice of heavy weaving. When buying clutch facings or brake bands for extra heavy duty, be sure to secure Rusco. It will prove most serviceable and economical. Let us tell you how.

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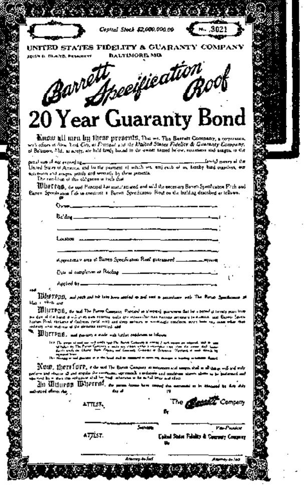
38 FACTORY BUILDINGS 25,000 SHUTTLES

Barrett Specification Roofs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UNITED STATES FIDELITY & GUARANTY COMPANY

BALTIMORE, MD.

Barrett Specification Roof

20 Year Guaranty Bond

This is the bond that guarantees your roof for 20 years

More than Half a Million square feet of *Barrett Specification Roofs* protect the great Remington Arms Plant

THE type of roof to be used on a huge job like this cannot be decided on the basis of individual preference. Nor can experimenting be tolerated. For the investment is too large and the consequences of a mistake are too serious. When architects and engineers face a roofing job like this they have to get right down to *proved facts and figures.* They have to be absolutely *sure* on four points.

First. That from start to finish they will get just the kind of a roof they specify, with no chance for "skimping" or substituting inferior materials.

Second. That the manufacturer of the roofing materials is thoroughly reliable, and has had long and successful experience in the roofing business.

Third. That the roof will positively be trouble-proof and free from maintenance expense for a long period of years.

Fourth. That it shall be the most economical roof possible to obtain, not as to first cost, but, what is of greater importance, as to *cost per year of service.*

Because Barrett Specification Roofs meet *all* of these requirements better than any other type of roof, they were selected to cover these great buildings.

Today the *standard* covering for permanent buildings, is a Barrett Specification Roof. It takes the base rate of insurance. It costs less per year of service than any other type of permanent roof. It is guaranteed for 20 years.

The 20-Year Guaranty

A 20-YEAR Surety Bond is now offered on all Barrett Specification Roofs of fifty squares and over in all cities of 25,000 population and more, *and in smaller places where our Inspection Service is available.*

This Surety Bond exempts the owner from all expense for repairs or up-keep on his roof for *20 years.* It is issued by the U. S. Fidelity & Guaranty Co. of Baltimore, one of the largest Surety Companies in America.

Our only requirements are that The Barrett Specification dated May 1, 1916, shall be strictly followed and that the roofing contractor shall be approved by us and his work subject to our inspection.

Thus, in spite of the fact that we do not build roofs ourselves, we are put in a position where we can actually *guarantee* the delivery of the long years of service which Barrett roofs are capable of giving.

Barrett Floor and Foundation Water-proofing

Barrett materials were used not only on the roofs of the buildings of this great plant, but also to water-proof the floors and foundations. 264,600 square feet of Tar-Rok Flooring; 966,000 square feet of two-ply floor-water-proofing; 126,800 square feet of foundation-water-proofing.

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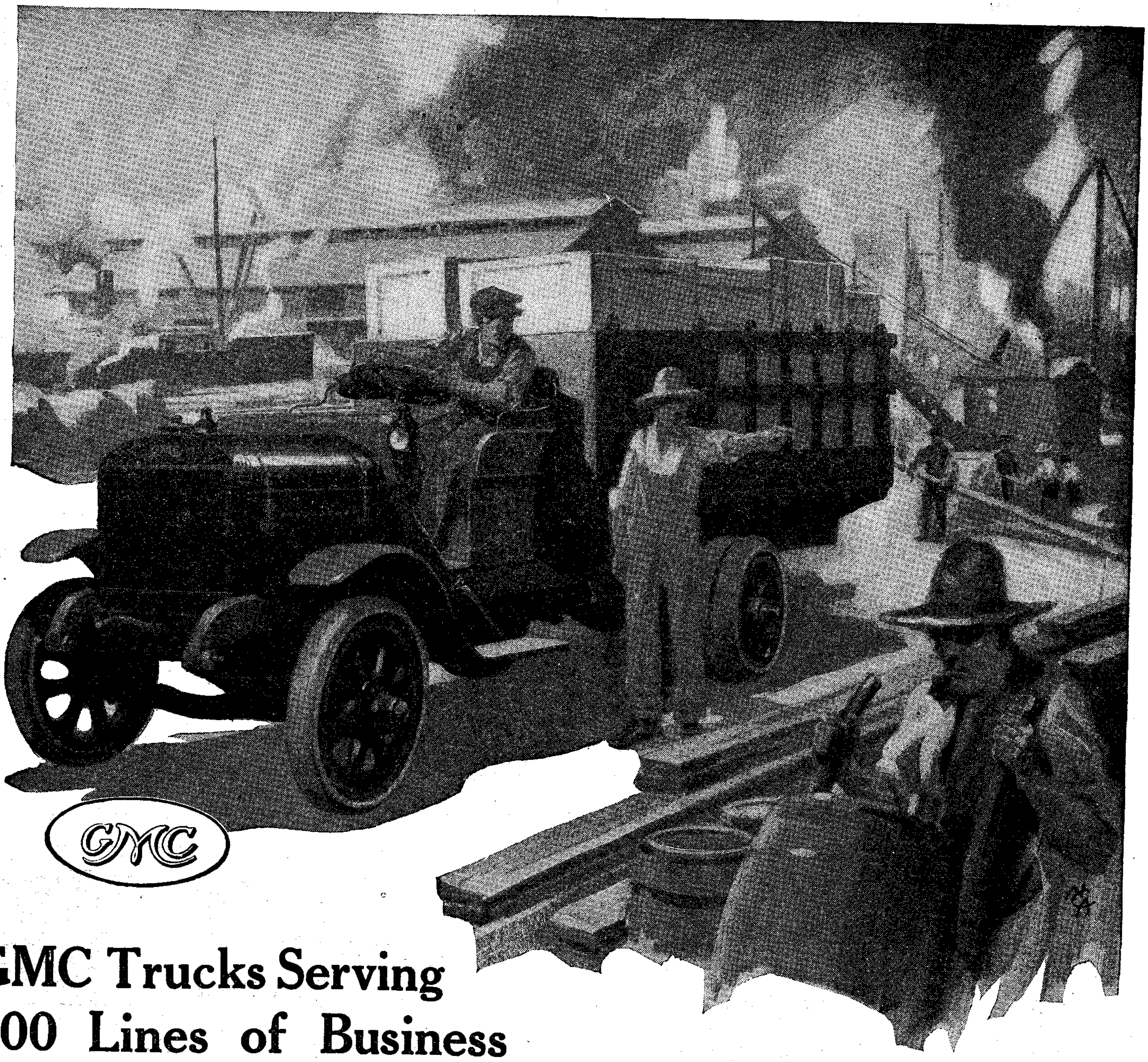

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The use of GMC Trucks in more than 200 lines of business has a significance that is best explained by referring to the outstanding features of the trucks themselves.

To begin with, six standard sizes, ranging from ¾ tons to 5 tons, when equipped with suitable bodies, are adaptable to the widest differences in weight and character of load.

Then, so large is the factor of safety that in handling such a wide variety of goods as 200 lines of business represent, GMC Trucks have proved universally dependable.

Again, from the standpoint of power and general roadability, GMC chassis units are so judiciously rated and proportioned as to perfectly balance the engineering plan.

Everywhere in the mechanical make-up of every GMC Truck there is a big reserve factor—more power, more gear strength, greater chassis flexibility than may ever be needed.

These are a few of the more important points on which are based the selection of GMC Trucks in more than 200 lines of business.

Let Your Next Truck Be a GMC

GENERAL MOTORS TRUCK CO
PONTIAC, MICHIGAN
Branches and Distributors In Principal Cities

(458)

GMC TRUCKS

Fifth Avenue—if it wasn't tortured bodies, broken hearts, and blinded eyes. Where I am the dead lie thick beneath the sod; poppies pour like blood across the landscape and cornflowers stand tall in sockets empty of eyes. The inscription, "Unknown Soldier," is written on many crosses that grow like weeds from the shell-holes. All the feet that marched away with shouting now lie silent; their owners have even lost their names. Could death do more? Where I live at present everything is blasted, stagnant, decayed, morose. War's a fine spectacle for those who only cheer rom the pavement.

It isn't that I'm angry with people for seizing life and being gay. We're gay out here—but we've earned the right. Many of us are happier than we ever were in our lives. Why not? For the first time we're quite sure every minute of the day that we're doing right. And that certainly is the only excuse for being happy while the front line is suffering the tortures of the damned.

I came down this morning from doing orward work; it has been raining in torrents and the trenches were awash. I leep to-night at the battery and to-morrow I go forward again. It's really great fun orward when it's fine. All day you watch the Hun country for signs of movement and snipe his support-trenches and back-country. Far away on the horizon you watch plumes of smoke trail from the chimneys of his towns and try to guess his intentions and plans. War's the greatest game of the intellect yet invented; very little of its success to-day is due to brute strength.

It's night now. I'm sitting in my shirt-sleeves, writing by the light of a candle n an empty bottle. A row is going on outside as of "armed men falling downstairs," to borrow Stevenson's phrase. It's really more like a dozen celestial cats with kettles tied to their tails. I wonder what God thinks of it all; of all the kings, he alone is silent and takes no sides, notwithstanding the Kaiser's "*Me und Gott.*"

My jolly little major has just looked up to suggest that the war won't be ended until all the world is under arms. He's an optimist.

FRANCE, July 18, 1918.

I'm up forward, sitting on a bank, ooking at the Hun country through a hedge. I know you'd give anything to be with me. In front there's a big curtain of ea-gray sky, against which planes crawl ike flies. A beautiful half-moon looks down at me with the tragic face of Harlequin. Far away across a plain furrowed by shell-fire the spires and domes of cities n the captured territory shine. Like all orbidden lands, there are times when the Hun country looks exquisitely and unreally beautiful, as tho it were tempting us to cross the line.

I've just left off to watch a squadron of enemy planes which have been attempting to get across to our side. Everything has opened up on them; machine guns are spouting their luminous trails of tracer bullets; archies are bursting little cotton-wool clouds of death between them and their desire. They evidently belong to a circus, for they're slipping and tumbling and looping like great gulls to whom the air s native. Ah, now they've given it up and are going home thwarted. I wonder what the poor old moon thinks of all these antics and turmoils in the domain which has been hers absolutely for so many eons of nights.

The horrible and the beautiful blending n an ecstasy, that is what war is to-day. All one's senses are unnaturally sharpened for the appreciation of both happiness and pain. You walk down a road where a shell fell a minute ago; the question always in your mind is, "Why wasn't I there?" You shrug your shoulders and smile, "I may be there next time"—and bend all your energies toward being merry to-day. The threat of the end is very provocative of intensity.

It's nearly dark now and I'm writing by the moonlight. One might imagine that the angels were having pillow-fights in their bedrooms by the row that's going on in the sky. And there was a time when the occasional trolley beneath my window used to keep me awake at night!

Five A.M. The letters came last night. You may imagine the place in which I read them—lying on a kind of coffin-shelf in a Hun dugout with the usual buzzing of battened flies and the usual smell and snoring of an unwashed B. C. party. How good it is to receive letters; they're the only future we have. After I'd sent the runner down to the battery I had to go forward to a Gomorrha of fallen roofs, which stands almost on the edge of No Man's Land. Stagnant shell-holes, rank weeds, the silence of death, lay all about me, and along the horizon the Hun flares and rockets danced an impish jig of joy. When the war is ended we shall miss these nights. Strange as it sounds, we shall look back on them with wistfulness and regret. Our souls will never again bristle with the same panic of terror and daring. We shall become calm fellows, filling out our waistcoats to a contented rotundity; no one will believe that we were once the first fighting troops of the European cockpit. We shall argue then, where to-day we strike. We shall have to preach to make men good, whereas to-day we club vice into stupor. We shall miss these nights.

I glance up from my pages and gaze out through the narrow slit from which I observe. I see the dear scarlet poppies shining dewy amid the yellow dandelions and wild ox-eyed daisies. I am very happy this morning. The world seems a good place. For the moment I have even given over to detesting the Hun. With luck, I tell myself, I shall sit in old gardens again and read the old volumes, and laugh with the same dear people that I used to love. With luck—but when?

FRANCE, July 19, 1918.

We're all sitting round the table studying maps of the entire Western Front and prophesying the rapid downfall of the Hun. It's too early to be optimistic, but things are going excellently and the American weight is already beginning to be felt. It may take two years to reach the Rhine, but we shall get there. Until we do get there, I don't think we shall be content to stop. We may not all be above ground for the end; but people who are like us will be there.

My batman has just returned to the guns from the wagon-lines, bringing me two letters and a post-card. They were most welcome. After reading them I went out into the moonlight to walk over to the guns, and, such is the nature of this country, tho the journey was only two hundred yards, I lost myself. Everything that was once a landmark is leveled flat—there's nothing but shell-holes covered with tangled grass, barbed wire, exploded shell-cases, and graves. I can quite understand how men have wandered clean across No Man's Land and found themselves the guests of the Hun.

I think I once mentioned the man we

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—or any other place where crowds gather, keep a Zymole Trokey in your mouth. They are not cough drops, but mildly antiseptic throat pastilles of real worth—pure and pleasant.

Have them with you—use them freely. Used by singers, speakers, smokers and all who appreciate a clear voice. At drug stores.

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Audiences might be quiet!
Not a cougher interfering
With the simple joy of hearing!

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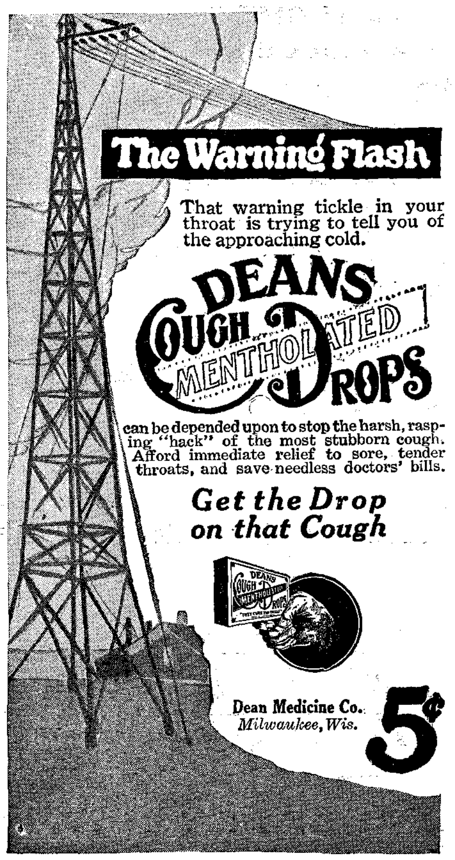
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Get the Drop on that Cough

Dean Medicine Co.
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5¢

My 10 years with a Corn

By a woman who typifies millions

I had, like most women, two or three pet corns, which remained with me year after year.

I suppose that one was ten years old. It had spoiled thousands of hours for me.

Of course I pared and padded them, but the corns remained.

Then Somebody Told Me

Then somebody told me of Blue-jay. I promised to get it, and did.

I applied it to my oldest corn, and it never pained again. In two days I removed it, and the whole corn disappeared.

It was amazing—two days of utter comfort, then the corn was gone.

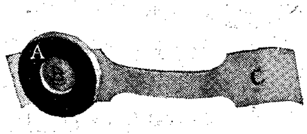
That day I joined the millions who keep free from corns in this way. If a corn appears, I apply a Blue-jay promptly, and it goes.

I've forgotten what corn aches were.

I have told these facts so often that not a woman I know has corns. Now I gladly write them for this wider publication.

Certainly corns are unnecessary. Paring and padding are needless. Harsh, mussy treatments are folly.

When a corn can be ended by applying a Blue-jay, surely everyone should end them. And anyone who will can prove the facts tonight.



How Blue-jay Acts

A is a thin, soft, protecting ring which stops the pain by relieving the pressure.

B is the B & B wax, centered on the corn to gently undermine it.

C is rubber adhesive. It wraps around the toe and makes the plaster snug and comfortable.

B&B Blue-jay
The Scientific Corn Ender

Stops Pain Instantly

Ends Corns Completely

25 Cents—At Druggists

BAUER & BLACK, *Makers of Sterile Surgical Dressings and Allied Products* Chicago, New York, Toronto

(980)

have cooking for our mess at present how he was no good as a cook until I go word that his wife had been drowned i Canada; his grief seemed to give him a new pride in himself, and since his disaster our meals have been excellent. Thi morning I found a curious document on my table, which ran as follows: "Sir, I kan't cock without stuff to cock with." I wa at a loss to discover its meaning for som time. Why couldn't he cock? Why shoul he want to cock? How does one cock And whether he could or couldn't cock why should he worry me about it?

Then the widower presented himself standing sooty and forlorn in the trenc outside the mess. The mystery wa cleared up.

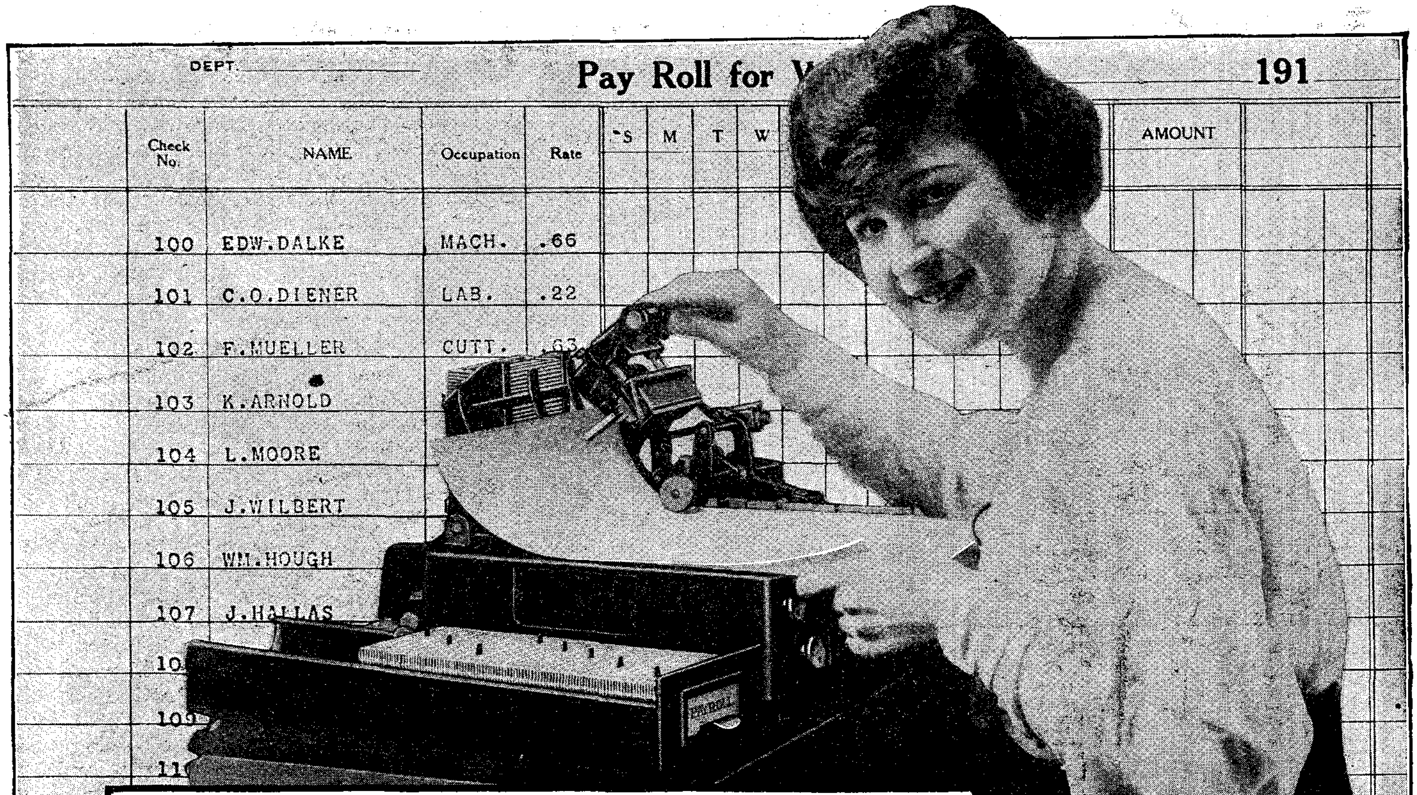
The mess-cart is just up, and I'm goin to send this off, that it may reach you day earlier.

Not so cheerful is this letter, written i those days late in July when it was th consensus of enlightened Allied opinio that the war would have to go on for tw years more at least. "I believe that," writes Mr. Dawson, "and yet I hope." He hopes because, along the roads of Franc and in trench and gun-pit "you can hea one song being sung by Tommies an *poilus*"—a doggerel kind of a song, and ye with the hope of the world in every not and word of it. It breaks through th gloom of the latter part of this letter, a the Yanks whom it tells about brok through every piece of German line the were sent against. He writes, under dat of July 23, 1918:

I'm sitting in my "summer-house on the trench. One side is unwalled an exposed to the weather; a curtain c camouflage stretches over the front an disguises the fact that I am "in residence. For the last twenty-four hours it's bee raining like mad, blowing a hurricane, an thundering as tho all the clouds had sneezing fit at once. You can imagine th state of the trenches and my own drowne condition when I returned to the battery th morning from my tour of duty up fron It seems hardly credible that in so short time mud could become so muddy. However, I usually manage to enjoy mysel Yesterday while at the O. P. I read ripping book by "O" with almost—n quite—the Thomas Hardy touch. It wa called "The Ship of Stars," and publishe in 1899. Where it fails, when compare with Hardy, is in the thinness of its stor and unreality of its plot. It has all th characters for a Titanic drama, but havin created them, "O" is afraid to let them b the brutes they would have been. Ho many novelists have failed through the determination to be quite gentlemanly whe merely to have been men would have mad them famous! If ever I have a chanc again I shall depict men as I have see them out here—animals, capable of anima lusts, who have angels living in their heart

To-day has the complete autumn touc we begin to think of the coming wint with its drenched and sullen melancholy its days and nights of chill and dam telescoping one into another in a gra monotony of grimness. Each summer th troops have told themselves, "We hav spent our last winter in France," but a ways and always there has been another.

Yet rain and mud and melancholy hav their romance—they lend a blurred a pearance of timeliness to a landscape an



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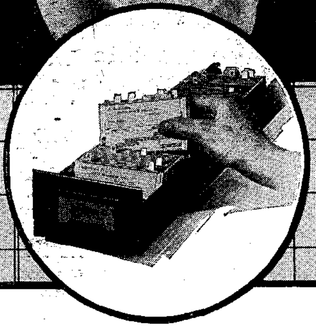

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New York
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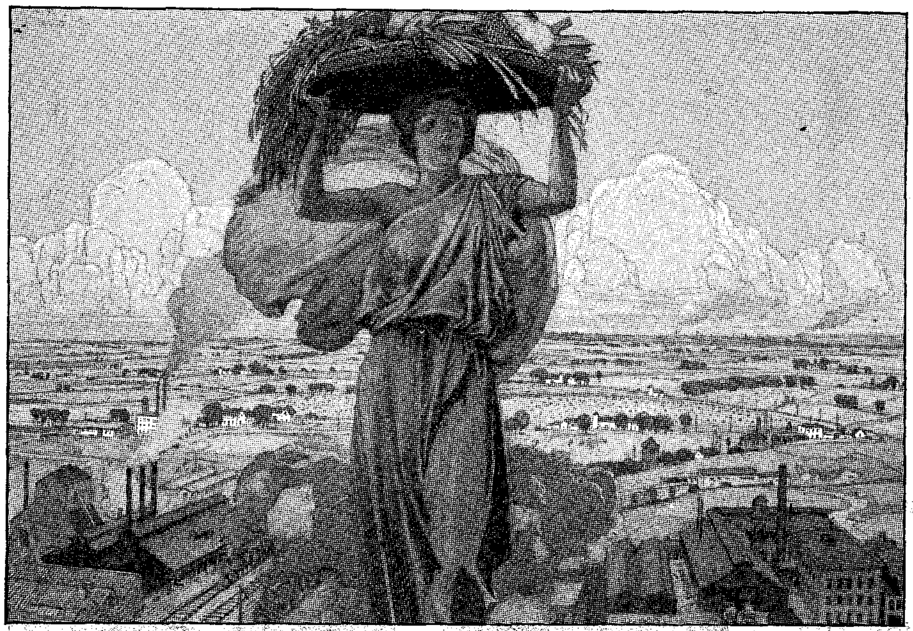

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A larger view of life has come to us through lending our strength to saving the oppressed. As a more united and more broadminded people we are entering upon an era of unusual advancement.

Through all the avenues of commerce, there flows an increasing wave of industrial vitality. The same zeal which spurred every patriot to his utmost in time of war is now giving him joy in winning a more substantial future.

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Boston Cleveland New York

to life itself. A few nights ago I was forward observing for a raid which we put on. The usual panic of flares went up as the enemy became aware that our chaps were through his wire. Then machine guns started ticking like ten thousand lunatic clocks, and of a sudden the S. O. S. barrage came down. One watched and waited, sending back orders and messages, trying to judge by signs how affairs were going. Gradually the clamor died away, and night became as silent and dark as ever. One waited anxiously for definite word; had our chaps gained what they were after or had they walked into a baited trap?

Two hours elapsed; then through the loneliness one heard the lagging tramp of tired men, which came nearer and drew level. You saw them snowed on by the waning moon as they passed. You saw their rounded shoulders and the fatness of their heads—you knew that they were German prisoners. Limping in the rear, one arm flung about a comrade's neck, came our wounded. Just toward dawn the dead went by, lying with an air of complete rest upon their stretchers. It was like a Greek procession, frescoed on the mournful streak of vagueness which divides eternal darkness from the land of living men Just so, patiently and uncomplainingly, has all the world since Adam followed its appointed fate into the fold of unknowingness. We climb the hill and are lost to sight in the dawn. There's majesty in our departure after so much puny violence.

And God—he says nothing, tho we all pray to him. He alone among monarchs has taken no sides in this war. I like to think that the Union Jack waves above his palace and that his angels are drest in khaki—which is quite absurd. I think of the irresistible British Tommies who have "gone West," as whistling "Tipperary" in the streets of the New Jerusalem They have haloes around their steel helmets and they've thrown away their gas-masks But God gives me no license for such imaginings, for he hasn't said a word since the first cannon boomed.

In some moods one gets the idea that he's contemptuous; in other, that he takes no sides because his children are on both sides of No Man's Land. But in the darkest moments we know beyond dispute that it is his hands that make our hands strong and his heart that makes our hearts compassionate to endure. I have tried to inflame my heart with hatred, but can not. Hunnishness I would give my life to exterminate, but for the individual German I am sorry—sorry as for a murderer who has to be executed. They are all apologists for the crimes that have been committed; the civilians, who have not actually murdered, are guilty of thieving life to the extent of having received and applauded the stolen goods.

We had a heated discussion to-day as to when the war would be ended; we were all of the opinion, "Not soon. Not in less than two years, anyway. After that it will take another twelve months to ship us home." I believe that, and yet I hope. Along all the roads of France, in all the trenches, in every gunpit you can hear one song being sung by *poilus* and Tommies. They sing it while they load their guns, they whistle it as they march up the line, they hum it while they munch their bully-beef and hardtack. You hear it on the regimental bands and grinding out from gramophones in hidden dugouts:

> Over there. Over there.
> Send the word, send the word over there,
> That the Yanks are coming—

Men repeat that ragtime promise as tho

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THE toughening of the rubber by our own exclusive Prodium process is only one of the factors contributing to the slow, even wear that makes Republic Tires last longer.

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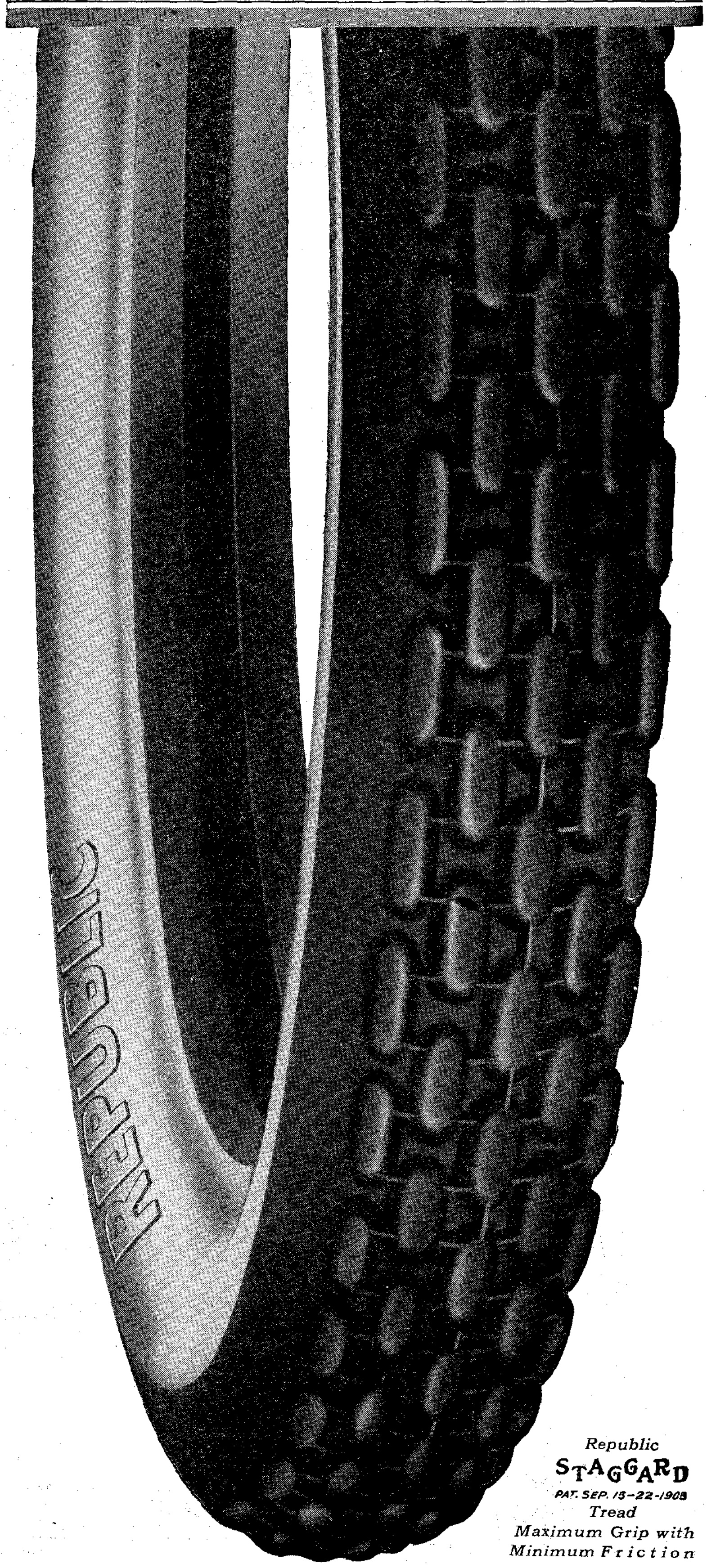

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Maximum Grip with Minimum Friction

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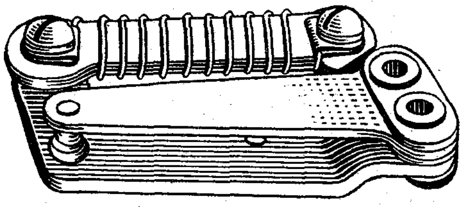

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STARTING LIGHTING IGNITION SYSTEMS

it were a prayer, "The Yanks are coming." We could have won without the Yanks—we're sure of that. Still, we're glad they're coming and we walk jauntily. We may die before the *promise* is sufficiently fulfilled to tell. What does that matter? The Yanks are coming. We shall not have died in vain. They will reap the peace for the world which our blood has sown.

RUSSIA IN THE MIDST OF ITS EXPERIMENT IN POLITICS AND MURDER

"EXPERIMENTS in vivisection on the living body of society," as the Socialistic Berlin *Vorwärts* has referred to the present working out of Bolshevism in Russia, continue in Petrograd, Moscow, and throughout Russia. The immediate "vivisecting," it appears, is frequently left to Mongolian executioners, who, according to the "internationalism" of Trotzky and Lenine, are just as capable as anybody else of blowing the heads off Russians so criminally minded as to be opposed to Bolshevism. One of these imported executioners is introduced in an intimate account of "The Red Terror in Russia," which appears in the March issue of *The World's Work*. The writer, Arno Dosch-Fleurot, is a prominent newspaper correspondent whose Russian dispatches have circulated widely in this country. Regarding the curious mixture of Slav and Oriental in Russian life, now showing itself in hired Mongolian murderers, he writes:

> I was passing before the Chinese Gate of the old Tatar city in Moscow one afternoon last summer when I got a mental snap-shot of the red terror that has made a lasting impression on me. The incident was commonplace enough, but the composition of the picture seized the overwrought, terror-held imagination which I in common with every one, even including the Bolsheviki, was suffering from in Russia.
>
> The ancient Chinese Gate, ever remindful of the soft yielding of the Russians to outside, strange, particularly oriental influences, was in the background. Before it, conspicuous among the lazy movements of the half-eastern, half-western crowd, passed a tall Mongolian soldier in the common Russian uniform, a bare automatic stuck in his belt flat on his stomach. He walked with a masterly stride like the other Mongolians who passed in and out of that gate hundreds of years ago among the same motley crowd of Russian peasants. And well he might feel his power, for he was one of the executioners hired by the Bolsheviki to take their prisoners—officers, *bourgeois*, peasants who objected to their dictatorship, anybody they did not like—and, forcing them to kneel in dark corners, to put that same automatic behind their ears and blow their heads off.
>
> Just as he passed a load of his victims came gliding by. A modern police van, smooth-running, its dark green paint barely scratched, the only neat-looking thing left in Moscow, slipt silently across the square into the picture—bound for the Kremlin. It held ordinarily perhaps thirty persons, but was so tightly crowded I could see several heads through the tiny grating at the rear. Among them I recognized a young officer, who was soldier, and nothing more. He was arrested simply because he was an officer, taken as a "hostage," and, as he was on his way to the Extraordinary Commission Against Counter-revolution, Speculation, and Sabotage, I did not have the slightest expectation of ever seeing him again. I never even knew his fate, nor did his family. He took a ride in the Bolshevik "tumbrel," and that was all any one ever knew. That is one of the most terrible things about the red terror.

The next most terrible thing, says the writer, is that all this promiscuous murder and misery were promoted by the Bolsheviki as a political move. They went about it coldly, as a *surgeon might go about an* operation which had never been tried before and whose effect on the patient was largely a matter of guesswork. Now they are not all sure that the operation is proceeding successfully. As Mr. Dosch-Fleurot writes:

> Recently in Copenhagen, I met a Bolshevik from Moscow and I asked him about the terror. "Most of us think now it was a mistake," he replied, calmly. "A fine time to discover your mistake," I replied, "after you have murdered between 25,000 and 50,000 people." It was in Copenhagen I made this bitter comment. In Moscow I should not have dared.
>
> The spirit of the red terror was obvious in Russia from the moment of the original revolution. The soldiers who killed their officers, the sailors who drowned their commanders, were terrorists. On the third and fourth day of the original revolution I expected any moment to hear the mass-slaughter of the civilians had begun. But the situation flattened out, and, except for the usual isolated killings of property-owners by peasants, the amount of murder actuated by hatred in Russia was extraordinarily small during the spring and summer of 1917. It looked as if Russia might have something like permanent political freedom, and even the Jewish pogroms ceased.
>
> The body which has been responsible for much of the red terror since the Revolutionary Tribunal was organized immediately after the Bolshevik revolution and was anything but terrorist to begin with. For one thing it was then in the hands of Russian workmen, and not dominated by international adventurers. I remember well its first trial. Countess Panin, a kindly little woman known to all Russia as a philanthrophist, had had charge of the hospitals and orphans under Kerensky, and, following the Bolshevik *coup d'état*, refused to give her funds to the usurpers. I think the charge was high treason, but the charge was a mere matter of words. She had opposed the Bolsheviki; that was the real crime. The court, Petrograd workmen, a mixture of Slav ferocity and gentleness, listened sagely to the testimony, which, of course, was very biased, and decided to dismiss the little countess with public rebuke! The second trial was that of Pouriskkevitch, a violent monarchist and a fool. He was caught in some absurd monarchistic plot, and the evidence was good. The court sentenced him to four years' hard labor, and then, because he was sick, really because he was an ass, sent him on his way.

But the Revolutionary Tribunal did not last very long in hands which bungled necessary murders like that. The scientific experimenters at the head of the Russian national experiment in vivisection, Lenine and Trotzky, wanted operators who

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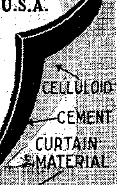

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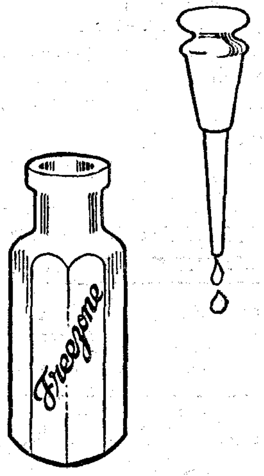

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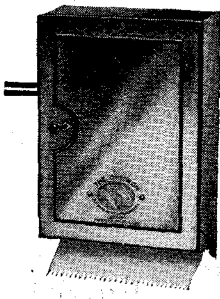
Dotted line on map shows the Australian Government railways



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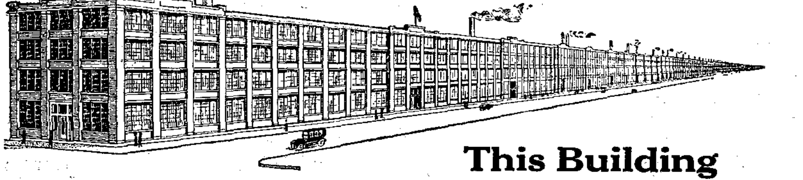

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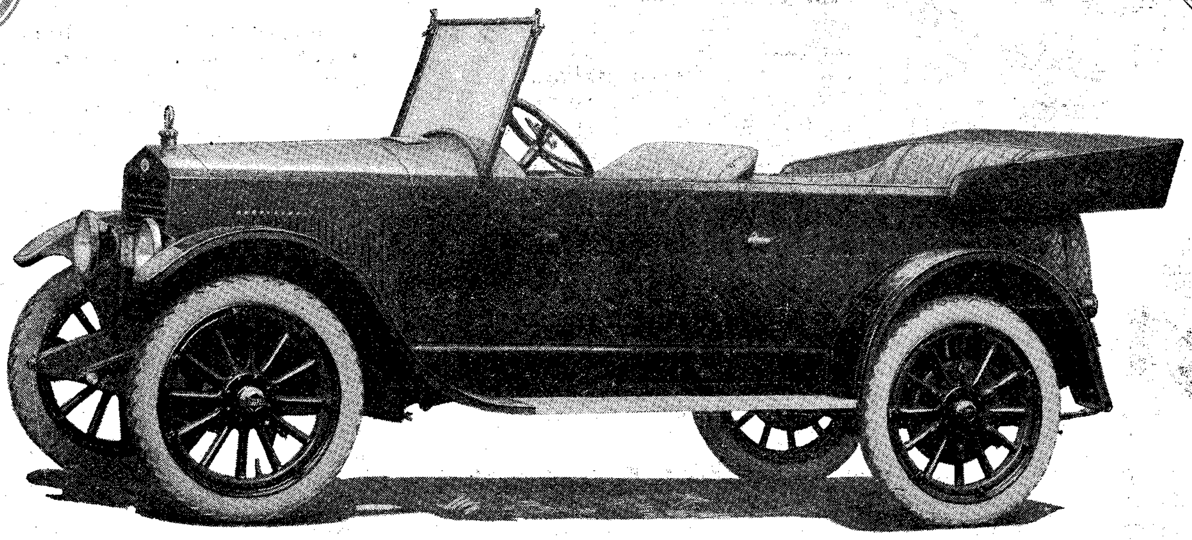
would be swayed by no feeling of sympathy for the patient. They found a way to attain a court with a conscience of this description, says the writer:

> They soon put it in the hands of their obedient lieutenant, the little Ukrainian, Krylenko, the sublieutenant who was Commander-in-Chief of the Russian Army in the days when it demobilized itself and ignored his orders. He is president of the Revolutionary Tribunal yet. It is easy enough to get hireling soldiers, whether Letts or Chinamen, to execute your political enemies.
>
> The real terror did not begin until after the signing of the treaty of Brest-Litovsk, long after, in fact. Up to that time the Bolsheviki had things their own way. The demand for peace in Russia, any kind of peace, shameful if necessary, was so strong among the uneducated Russian masses that counter-revolution had no chance. There was a Chouan movement that never died, and never has died, among the Cossacks, but it was powerless. And, if there was any shame in the mass of the Russian Army for deserting its Allies, Trotzky had plenty of sophistical words to prove that the only possible shame was to fight another day.
>
> So it was only after Russia felt herself out of the war that opposition worth mentioning began menacing the doctrinaire leaders of the Bolsheviki, who had proved from the start their inability to organize anything constructive. Opposition to them everywhere throughout the country had never ceased, and to combat it they organized the Extraordinary Commission against Counter-revolution, Speculation, and Sabotage. With a government based on usurped power, influential only until it got the country out of war, and from that time on backed by a very small minority of the population, this Extraordinary Commission had an opportunity to do as it liked. It had no laws whatsoever to check it, and as soon as it had been in the exercise of its power a short time, it was no longer even bound by the Government.
>
> During April and May, 1918, when the Extraordinary Commission began exercising its arbitrary power, I was in Sweden, but I returned to Russia in June and remained until September, the period during which the red terror developed into a concrete movement. Meanwhile Petrograd not liking the moving of the central government to Moscow, thus depriving the Petrograd workmen of the power to which they had become used, had formed the Commune of the North, which pretended to govern northern Russia, but only succeeded in governing Petrograd with the terror inspired by its own Extraordinary Commission. Moscow had the chief Extraordinary Commission, which reached out its long arm into all parts of Russia not strong enough to combat it, but Petrograd maintained its independence of action.
>
> When I left Petrograd two months previously the local government of Petrograd was in the hands of the *Soviet*, which governed badly but with a certain laziness only sporadically ferocious which made life possible for those who did not come directly under its displeasure. Its president, the Bolshevik Zinoviev, placed there by Lenine, was forever laying every ill at the door of the *bourgeoisie* and trying by every art of a mediocre demagog to induce the people to rise against the *bourgeoisie*, but he could not succeed. It took the single-handed power of Ouritzky, the adventurer, who became president of Petrograd's Extraordinary Commission, to give the



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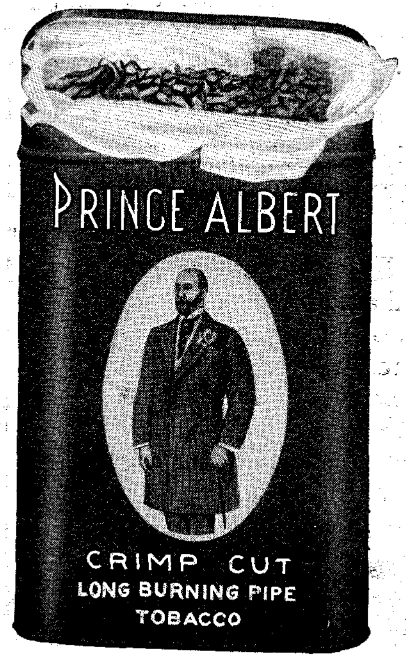

WHEN you nail the grand idea that it's time to hum a *real* smoketune in your smoke-sport-section set it down in your private papers that its the purr-of-Prince Albert sifting into your system! Then and there you make a blurr-of-speed for a jimmy pipe, jam it joy'usly chock full of P. A. and give the signal to blaze away!

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Prince Albert's *quality* flav and frgrance will slip into yo system quicker than any spec delivery smokemessage you ev wirelessed to your tryout depa ment! And, you'll get the spec flash that *P. A. can't bite* *parch* because bite and parch a cut out by our exclusive patent process.

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bourgeoisie and all other enemies of the Bolsheviki, among them by this time most of the peasants, a due fear of the dictature of the proletariat. Ouritzky was himself a mere adventurer, who openly led a riotous life in Petrograd, made a great fortune himself by bribes and speculation, got most of it into foreign banks, but was shot before he got away. His more recent accumulations, 4,500,000 rubles, were discovered after his death in Petrograd, and nationalized solemnly by the Petrograd *Soviet*, but the Petrograd *Soviet* was unable to give back the lives of the "512 *bourgeois* hostages" who were shot in vengeance for his death.

The red terror really began with Ouritzky's death, that is to say, began on a scale that attracted foreign attention. But from the moment the Extraordinary Commission came into being several months previously it began exercising an arbitrary rule and terrorized every one who fell under its displeasure. It would be more correct to say the red terror began with the dictature of the proletariat, but that the mass-murders began only when the Bolsheviki felt their power threatened after the Fifth All-Russian *Soviet* at Moscow, July 5, when the fanatic little Maria Spiridonovo made Lenine quail before her stinging words by saying that the Bolsheviki had failed, that the peasants were all against them, only a small portion of the workmen were with them, and that they were backed by the hooligans and the worst elements in the population. For that little Spiridonovo has been in jail ever since, tho the charge against her is that she was in the plot that resulted in the murder of the German Ambassador Mirbach.

There was no regret for the murder of the 512 hostages who were shot to death to avenge Ouritzky, whose rascality was later discovered. They wanted to kill them as "boojay" (*bourgeois*) hostages, anyway, and "it made no difference, whether they killed them because Ouritzky, or Ouritzky's dog, had been killed."

Shortly afterward general murder was officially approved by governmental edict. To quote Mr. Dosch-Fleurot:

> Then, in September, came the culminating act of the Bolshevik Government, the manifest of September written by Carl Radek, the most terrible document of which the brain of man was ever guilty. I will not attempt to quote it, as I have not the manifest before me, but the gist of it was that every workman or peasant was immediately to kill, without parley, any one whom he suspected of counter-revolutionary tendencies. This threw down every bar, laid the way wide open to personal vengeance, plunder, and anarchy. The death and suffering that have occurred in Russia on account of this sweeping manifest pass all possibility of reckoning. It ended the last bit of justice between man and man in Russia. It turned loose anarchy in a situation filled with hate. It turned every man against his neighbor, made every house a fortress, and assured the deaths of tens of thousands of the only people who could possibly reconstruct Russia.
>
> The Extraordinary Commission did its best to reduce the capable portion of the Russian population. It set about it systematically, even arresting people by occupations. The Russian engineers, for instance, are essential to the carrying on of that vast, scattered country, so the Bolsheviki began in September arresting them on any flimsy excuse and executing them out of hand. There was little pretense of trial, the Tribunal under Krylenko, and the Extraordinary Commission, presided over during the worst of the terror by a little Lett fanatic named Peters, divided up the work of signing death warrants, and were only occasionally interrupted in the orderly procedure of their assassinations by persistent pleaders for mercy, but the automatic pistols worked in the cellars of the Lubianka and the other prisons of Russia without ceasing. There is no use trying to give figures. The actual deaths from the red terror must surpass all estimates. By one kind of terrorism or another, the deaths in Russia in the autumn of 1918 must have averaged a thousand a day. As the total deaths of the French Revolution from the fall of the Bastile to the beheading of Robespierre was only about ten thousand, the difference is noticeable. Except for the affair of the Conciergerie, there was also in France some pretense at trial. Nor was there anything to match the manifest of September, the product of Radek, the Austrian.
>
> But violent death was not enough. Fifty to a hundred thousand victims even is only a fraction of ten millions. So the Bolsheviki had to think of a more general terror, and they decided to starve people to death. By trying to run a food-supply which they were incapable of organizing they had already practically starved the city populations of all classes, but now they set about finally to starve every one except actual workmen. They had long had a system of cards by which the city populations were divided into four groups. Category No. 1 contained only men who worked hard with their hands. Category No. 2 contained those who worked less hard. Category No. 3 contained the liberal professions. I, as writer, had cards of the third category. The fourth category contained all who had an income from property or invested money. The plan was, and is, to make the third and fourth categories die of starvation. They can not go to work with their hands, and thus get cards of first or second category. There is nothing for them to do, according to the plan, except to die. They are educated wrong, so they must die.
>
> Of course, they did not all die off in a few days of starvation. They evaded the law, and peasants, who were also openly disobeying the law, risked being shot by the Red Guard and came into the cities with their produce. So they live on, somehow, many dying slowly and all with their vitality and chances of recuperation greatly reduced. They are forbidden to buy anything, and the Red Guards are in the markets to see that the purchasers have only cards of the first and second categories. But the simple Russian people are themselves not so cruel as the Bolsheviki who are trying to lead them, somehow it is arranged, tho with trouble. Since July 26 the fourth category has had only two herrings daily, and the third category was put on the same diet a few weeks later. I was supposed to be so nourished, but, in point of fact, I never ate a herring in Russia. I got food illegally. But, as the first category gets from fifty to one hundred grams of bread a day and the second category but twenty-five to fifty grams, there has not been much to choose between being a member of the *bougeoisie* or of the proletariat. All have had to buy illegally or starve.
>
> The terror is having a certain success. It is gradually killing off all the culture there was in Russia, and, if it could go on long enough, there would be simply an aggregation of villages, some at peace, others at

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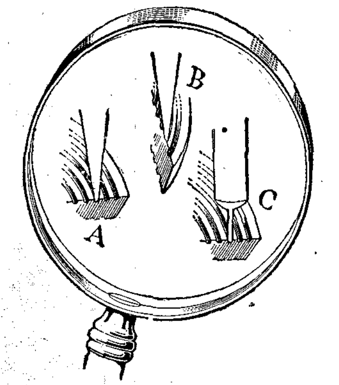

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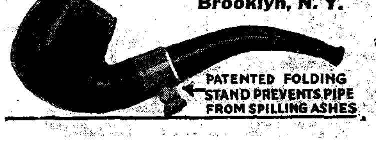
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war. The cities have steadily disintegrated, and, after a year in power, the Bolsheviki have not one constructive act to their credit But they are still in power, late in November as I write, and while they remain in power the red terror will continue.

A GERMAN VIEW OF THE GERMAN FLEET'S LAST CRUISE

"UNDEFEATED," but forced to surrender by a combination of circumstances fortunate for Great Britain "beyond her wildest dreams," says the diary of a German naval officer, the German Fleet went on its last cruise, the end of which was internment in a British harbor The entries were written, apparently, on the days when the great German tragedy was being acted out, and the view-point of the officer who writes is illuminating A final touch is his surprize at the perfect discipline aboard the British ships where according to reports that had been industriously circulated in the German Navy, the sailors were ready to raise the red flag and join their mutinous German brothers in a general revolution against official tyranny. Previous entries, dealing with the battle of Jutland, which the writer claims as a win for Germany on points, explain the insistence of the officer that the fleet went to its surrender "undefeated." The passages below appeared originally in the *Tägliche Rundschau*, and were translated by the London *Times*, from which we quote:

Sunday, November 17.—Clouds of smoke and soot lie over the war-harbor. If one walks through the streets one arrives home quite black; the fleet is getting up steam The Wilhelmshaven people are accustomed to this dirt. It was often so during the war when the fleet was suddenly going out for some undertaking or the enemy was reported out at sea by our aircraft and advance patrols. But to-day it is quite different; the High-Sea Fleet is beginning its last cruise—surrendering to the enemy For four years I have shared victory and want with my crew, and I won't leave them in the lurch at the end. Going on board i hard. The red flag is still flying there, sign of all that has collapsed in these las weeks. The crew is serious and quiet most of them feel how great is the disgrace

Monday, November 18.—In the Schillig Roads. Coming through the locks, we have hoisted our war-flag and pennant once more Everybody on board has the feeling tha it looks better and more dignified than th red flag. . . . The undefeated Germa Fleet is going out to meet the enemy wh anxiously avoided it for four years, and say to him: "Here, take us; you have won th game only too brilliantly, and as you ca not have imagined in your wildest dreams." I wept, and I am not ashamed of it.

Tuesday, November 19.—Soon after noo we put to sea. Not racing ahead as before but crawling slowly. We must save a much fuel as possible. The North Sea i seldom so calm at this time of year. N lookout for submarines now, and no man ning of the guns. At night there is a brigh stream of light from every ship, and I n longer have to gaze into the darknes trying to espy the enemy. . . . I can no stop asking myself how we have earne

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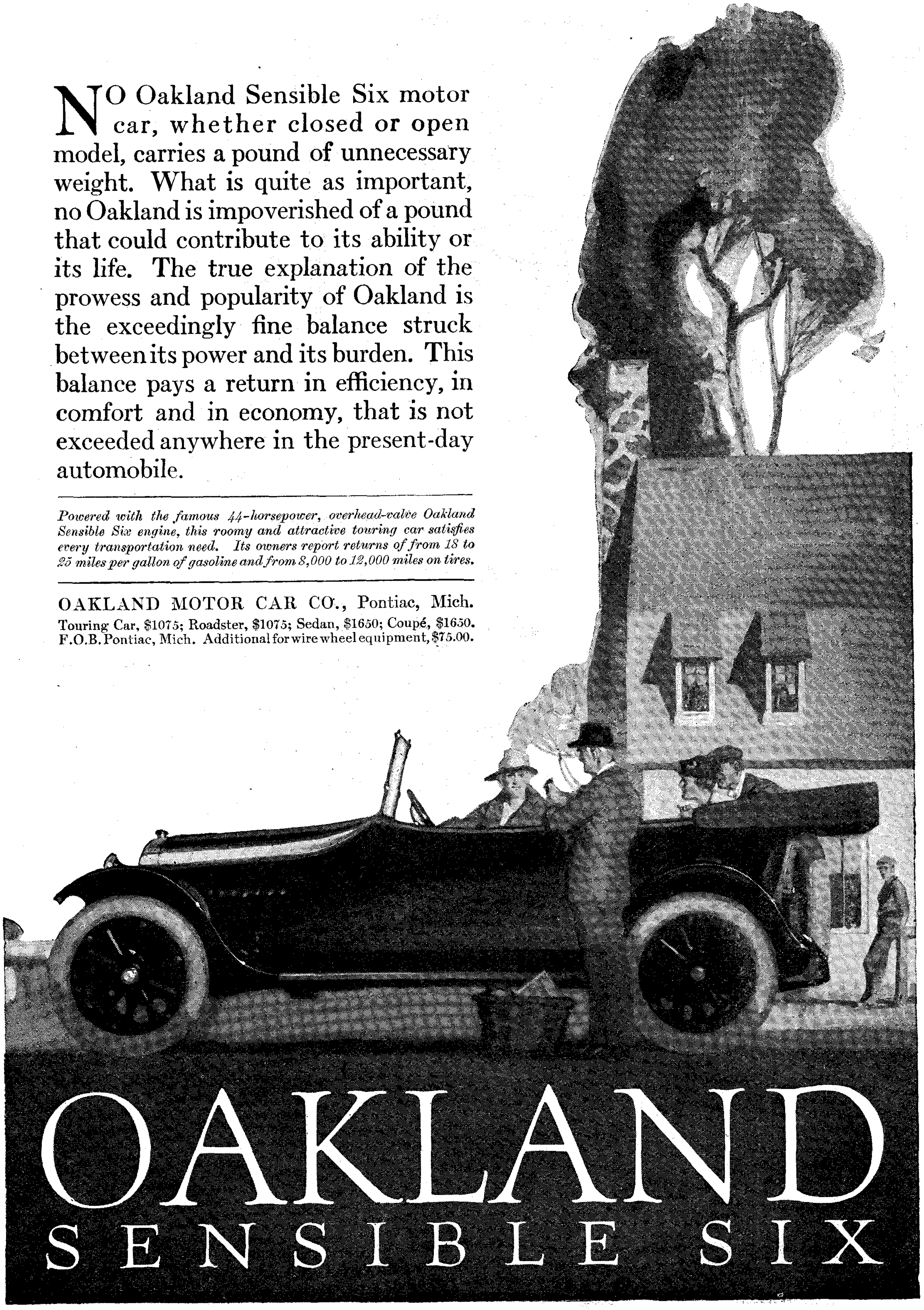

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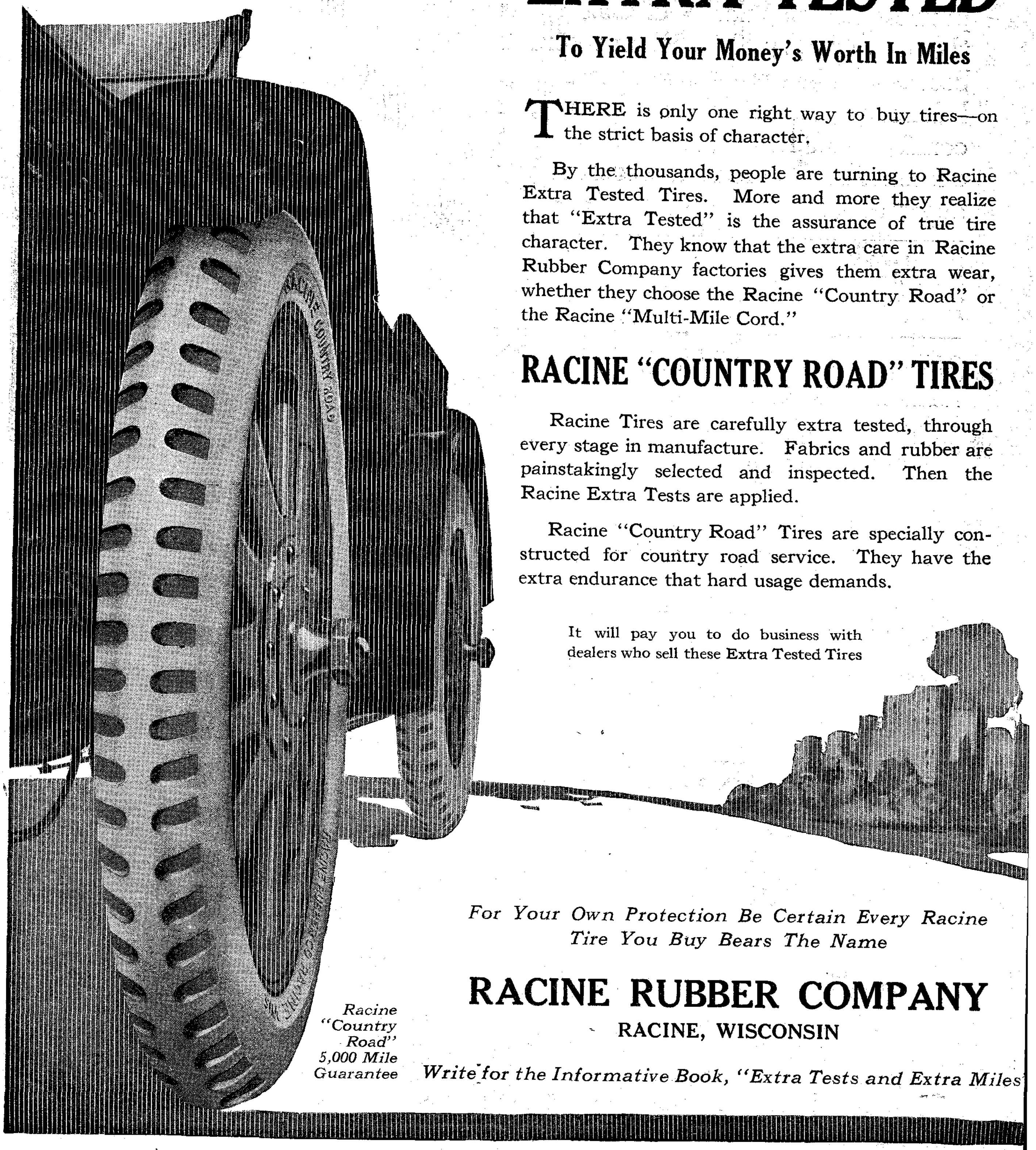

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RACINE RUBBER COMPANY
RACINE, WISCONSIN

Write for the Informative Book, "Extra Tests and Extra Miles

such an end, and whether all our brave seamen are lying for nothing at the bottom of the sea. Who can give an honest answer? What is the truth?

Thursday, November 21.—On Wednesday morning one of our destroyers struck a mine and sank. Many are already lying down there, and many more will follow when the mine-sweeping begins again. At eight o'clock we are at the appointed place. The first English destroyer soon comes in sight. My heart beats furiously. If we had still had our torpedoes on board I think that that destroyer would have known it. So it is a good thing that we left every weapon behind. The destroyers surround us on every side; we are a procession of prisoners. Our large ships are convoyed in the same way by the English battle-ship and cruiser squadrons. The English stood at their battle-stations with gas-masks on. They simply could not understand that we should surrender without a blow. The English ships are freshly painted. The men are in their best clothes. Everything is arranged to impress us. Slowly we proceed to our anchoring place in the Firth of Forth. Nothing to be seen of the land; typical English fog. Airmen circle round us, playing all sorts of games. One of them who intended to make a particularly bold movement falls straight into the sea. An airship also, wobbling clumsily, feels it necessary to show us—how well-built our *Zeppelins* are.

Friday, November 22.—The search commission is on board. I speak with the English officers only to say what is absolutely necessary. With me they will have no occasion to disobey their strict order not to fraternize with the Germans. Apparently they are less concerned to discover whether we really have no ammunition and weapons on board than to spy out our equipment. They have little luck in this. All the things which they would so much have liked to see, and about which they constantly asked—instruments for measuring distance, electrical apparatus, and especially the "smoke" apparatus—stayed behind at Wilhelmshaven. So they can only observe that we have very pretty guns. For a long time they racked their brains about certain other parts of our armament, the use of which they do not understand. "Unhappily" I do not know enough English to explain. To-day my English is for the most part limited to "yes" and "no."

Sunday, November 24.—The German Fleet is being taken to Scapa Flow. There is no further question of our going to a neutral port. If it must be an English port I like Scapa Flow best, for up there there is at least no mob to laugh at us.

Monday, November 25.—Scapa Flow is a splendid harbor, well protected on all sides. The entrance is secured by nets and mine-barriers. On shore the huts of the natives are about as high as a good German dog's kennel. The English have been lying here for four years. That must have been pretty uncomfortable. It is all the stranger to see how little this naval base has been developed. There is only one miserable little dock, and a few small workshops: there is no pier for destroyers. . . . I am relieved by the order that only one officer and nineteen men are to remain on board every destroyer. So I must leave with most of the crew. Almost all those who stay behind have volunteered—partly out of affection for the destroyer, and partly because they hope not to return to Germany until conditions there are normal again.

Monday, December 2.—An English battle-ship lies not far from us. We see the English sailors on board parading from nine to twelve. We did not do that even in times of deepest peace. Our men are astonished. Those, then, are the sailors who, as we were told, had turned back from an undertaking against Germany and had hoisted the red flag! . . . To-morrow the German steamer will arrive which is to take us back to Wilhelmshaven.

AN AWFUL "KNOCK" ON MONTANA'S MARKSMANSHIP

Any one who has ever been aggrieved by disparagements of his skill in his favorite sport, be it fishing, golf, baseball, or tennis, will sympathize with the whimsical indignation of *The Montana American* over an implied slur upon the accuracy of its fellow citizens with rifle, shotgun, or revolver. "The beans of romance have been spilled," in the words of this journal. "Little children in New Jersey will point at us the finger of scorn and derision!" In an editorial entitled "Montana Libeled," *The American* explains and complains:

> It was an evil hour when some intellectual giant in the Montana legislative assembly attempted to pass a bill for an act to punish the malefactor who shoots at one man and kills another. This is a serious reflection on the frontier reputation of the inhabitants of the Treasure State. We who prided ourselves on being the home of a horde of Dead-Eyed Dicks—our fair State which inspired writers to make Montana the scene of myriad dime novels, and nickel novels for that matter, to find it necessary to pass a law to regulate our bad marksmanship is humiliating in the extreme. Our reputation seeps away into thin air and we hang our head in the desperation of shame. Alas! for Montana—last of the vanishing frontier; wo unto us! Have not the architects of a thousand moving-picture plays sent their wastrel heroes of the East and impecunious second sons of England to Montana, where they win fame, fortune, and romance almost immediately and incidentally become "dead shots" overnight? What shall we say to them who believed that marksmanship was in the air in Montana? Tarnished is the glory that was Montana's; broken is the golden bowl of fame; ruined is the fair name of our community. The beans of romance have been spilled. It is true that there may be some of us who could not hit the side of a barn with a blunderbuss, but we have held our guilty secret to ourselves. Comes now the legislative iconoclast with a clear admission of our years of four-flushing. Possibly next week it will be heralded to the world that Montana cowboys wear "Carhartt" overalls instead of shaps. Curses, curses, curses! What will Nevada think of us—and Arizona and New Mexico and Texas? What would Hamlin Garland say and Owen Wister and Maria Ellis Ryan? Such fakirs we have been, such four-flushers, such pilgrims, tenderfeet, and greenhorns, that the assembly itself admits it. We must pass a law punishing the man who shoots at one person and kills another. Zounds! Shades of Bill Hart! The movie fan will laugh us to scorn. Little children in New Jersey will point at us the finger of scorn and derision. Mr. Speaker, I move you that the bill be killed in committee, and all record of the attempted atrocity be stricken from the record.

Cuts and scrapes are often troublesome.

A touch of New-Skin protects the wound with an antiseptic, germ-proof and water-proof film that permits it to heal quickly.

"Never Neglect a Break in the Skin"

Be sure you get genuine New-Skin. not an inferior substitute.

All Druggists—
15 and 30 cents

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The wonderful improved Acousticon has now enabled more than 325,000 deaf people to hear. We are sure it will do the same for you; are so absolutely certain of it that we are eager to send *you* the

1919 Acousticon
For 10 Days' FREE TRIAL
No Deposit—No Expense

There is nothing you will have to do but ask for your free trial. No money to pay, no red tape, no reservation to this offer. Our confidence in the present Acousticon is so complete that we will gladly take all the risk in proving beyond any doubt that

The Joy of Hearing May Be Yours Again!

The 1919 Acousticon has improvements and patented features which cannot be duplicated, so no matter what you have ever tried, just ask for a free trial of the New Acousticon. *You'll get it promptly, and if it doesn't make* you hear, return it and you will owe us nothing—not one cent.

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Johns-Manville
SPEEDOMETERS
for FORD Cars

A seasoned driver looks on a speedometer for more than the added pleasure it brings to driving—for it is also his cost accountant: and cost means more to every driver since the lessons in saving that the great war taught. With a speedometer you not only know what tire, gas, oil, and distance do to your purse—but the very act of driving takes on new interest.

There's a basic satisfaction in knowing where you are going, how long it will take, and how the miles are slipping by. No one who has ever driven with a speedometer on his car will ever again want to drive blindly.

The Johns-Manville Speedometer is of simple and rugged construction. Mounted on a roomy instrument board of selected maple highly finished in black—sufficiently strong to permit the mounting of clock or other instruments.

The adjustable End Brackets insure a snug, solid fit to any open model Ford car. A mechanically perfect device, it makes attachment easy, and is but one of many features of value which this combination Speedometer and Instrument Board adds to your car.

If you have a closed body Ford ask specifically for the "Sedan Model" Speedometer.

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The Johns-Manville sales policy assures both jobber and dealer real trade protection. Ask for details.

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Covers the Continent
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JOHNS-MANVILLE
Automotive Equipment

SCIENCE AND INVENTION
Continued

HOW DRUGGISTS READ THE UNREADABLE

THE decipherment of illegible prescriptions is an art that flourishes among the pharmacists. One would think that a physician, dealing in drugs that may kill or cure, would be careful to write his prescriptions plainly, but this is too often not the case. The druggist has to guess; and the unfortunate patient is cured, or the reverse, by pharmaceutical speculation instead of by medical wisdom. It is even possible that in some cases the druggist's guess, reenforced by much practical knowledge of the subject-matter, may work out more satisfactorily than the actual prescription of a medical man untrained in orthography and chirography, and possibly also in therapeutics. That there is a law, or at least a practise, which prevails in the decoding of these queer orders is the theory expounded by A. W. Bromley in a recent issue of *The British and Colonial Pharmacist*, and quoted in *The Druggists' Circular* (New York, February). Says Mr. Bromley:

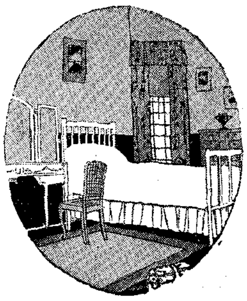
"We do not read illegible prescriptions; we guess their meaning, checking and correcting our guesses with the knowledge that the whole prescription is sane and coherent. Startling tho it may seem, the method is both sound and inevitable; an experienced pharmacist would at once realize that a guess, however probable it might at first seem from the appearance of a word, was wrong if it made the script as a whole absurd. Only when two drugs, similar in name, purpose, and dose, are possible is a wrong guess likely to occur (*e.g.*, phenacetin and phenazone)."

In support of his theory, Mr. Bromley describes two pretended prescriptions which he devised as a practical test, submitting both to three persons for deciphering. One was a "genuine" prescription as regards ingredients and scientific accuracy, the element of mystery consisting entirely in its appearance. The hand-writing faults of several doctors were imitated, with a succession of uncrossed t's and undotted i's; and the trick of running several Latin abbreviations together as one word added still further obscurity. The other pseudo-prescription was simply three Christian names, George, Harry, and William, badly written, employed in the place of the names of drugs, together with familiar pharmaceutical symbols:

"The whole thing was only half a success I was disgusted to find that, with all its carefully collected artificial faults, the genuine prescription was read more easily than many which had merely the natural faults of a bad writer. The bogus prescription was given up as a meaningless scrawl. No part of it was read; but the result I had hoped for, that one of the three persons to whom it was shown would produce a complete (and wrong) translation, did not come off.

"The bogus prescription was really

SIMMONS BEDS



Built for Sleep

Does style take the place of sleep

THE American prides himself on being *practical.*

In the current phrase, "he wants to be shown."

Perhaps he does not always demand to be shown the *essential thing.*

What do you ask about when you're buying a bed?

* * *

A BED is made to sleep in.

Thousands of people would sleep better if they had better beds.

Nobody can sleep soundly in a bed that creaks or rattles—or on a spring that knocks or sags or humps.

Nerves forbid. The body does not relax. Sleep is "light," broken by dreams, unrestful.

Yet it is a fact that not one bed purchaser in a hundred ever asks the dealer about the *sleeping quality* of a bed or a bedspring.

Style is considered—how the bed will look in the room.

Price is a matter of concern.

Everything is discussed—except *sleep.*

* * *

DO YOU know the Simmons Bed?

Do you know that a Simmons Metal Bed is always *noiseless?* Always firm and close-fitting at the corners, so that when you push it around by one corner it rolls along as one unit, with never a rattle or feeling of unsteadiness.

Do you know that many a habitual "light-sleeper" sleeps soundly right through on a Simmons Metal Bed—every nerve relaxed, every muscle deep in repose?

Do you know that the Simmons Slumber King Spring actually does what you have always wanted a bedspring to do? It gives freely to every contour, yet supports the body—does not hump or sag.

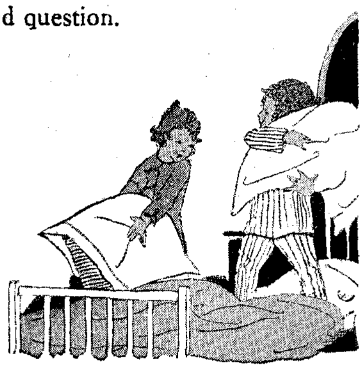
Do you know that these beds and springs are celebrated all over America—and cost no more than ordinary wooden or metal beds?

Do you know that Simmons Company are giving more attention than any other manufacturer to *Twin Beds?* To the principle of a separate bed for each sleeper welcomed by fastidious people everywhere in the interests of sound sleep, good health and nice feeling.

Visit the forward looking merchant in your section. Ask him about Simmons Metal Beds.

He will show you the styles—an unusual variety of them, including a remarkable showing of *Twin Beds.*

Probably the first thing he will begin to tell you about will be *sleep.* A good man to talk to on the bed question.



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The haulage cost is unusually low

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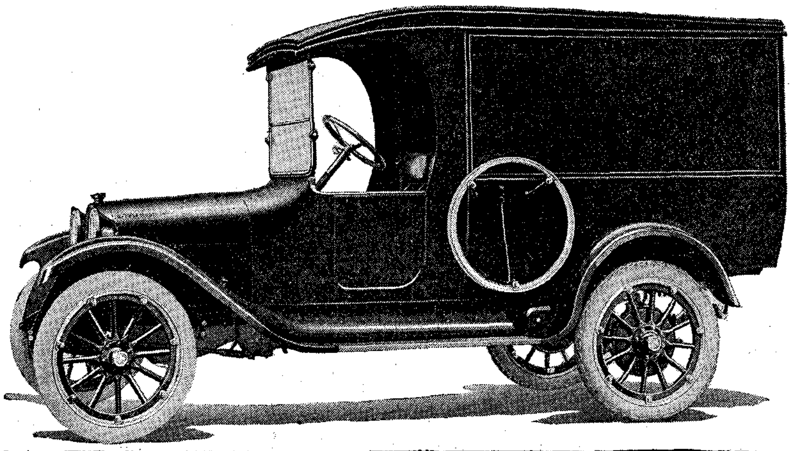

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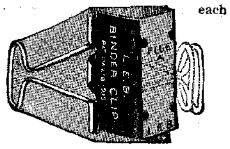

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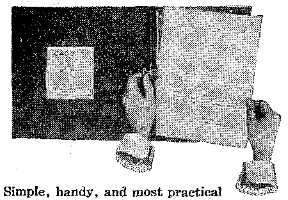

Simple, handy, and most practical way to file all papers. Opens and closes easily.

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much better written, but it proved undecipherable because the reader expected a sensible whole, and there was no such thing. One could make first guesses, but none of them could be confirmed. Yet if one of the three words, 'George,' 'Harry,' or 'William,' happened to be a part of a man's signature it would be read at once

"Here, then, is the only method, as I believe, of reading illegible prescriptions Go through the whole and pick out what clues you can. Put them together, always with the reservation that some of your guesses may be wrong, and you will have a general idea of what the script is likely to be. Remember that the doctor, tho a bad writer, is probably a sound and quite ordinary prescriber, and I think where we most often fail is in clinging too long to a guess that does not agree with later discoveries. . . . . . .

"Here is an example showing how, by clinging too firmly to an idea, one may fail altogether to read a line. . . . The directions looked like, 'Apply on line.' That would not do, and the only moderately probable variants we could find were 'Apply on linen,' and 'Apply one time,' both, of course, too absurd to be accepted A fresh man, coming on duty, was asked to read the directions, and he at once gave them correctly as 'Apply over liver.' Why had we failed to read so simple and obvious a line? Simply because we clung to the idea that the second word was either 'on' or 'one.' Once having doubted that, 'over' would have occurred to us as one of very few possible alternatives; that would have led to parts of the body being considered for the third word, and we should have 'tumbled' as quickly as the man who, not being obsessed by the error, read it for us."

Mr. Bromley expresses his fear, however, that there is no golden rule for reading illegible prescriptions. Long and varied experience is useful, and a Latin vocabulary that has not grown rusty is a great help, but best of all is a brain capable of reasoning. But there is one practise of all good pharmacists that he declares very helpful. It is this:

"Always copy first, and dispense from the original, not from your copy. There is some subtle difference in the mind's attitude when copying and when dispensing, and, strange tho it sounds, I have at times had to copy scripts, leaving blanks, and the act of dispensing has in some inexplicable way made the mysteries clear. Moreover, the second reading is always a useful check upon the first, and generally leads to the detection of such misreadings as '*sirup aurant*' for '*sirup aromat.*' So, if you cannot read a script, begin to copy it before you have mastered it, leaving gaps for the unread words. Your incomplete copy will help you to visualize the whole as it should be, and having got that, you are probably so near the correct rendering that it becomes obvious. Indeed, the most useful question to ask oneself in reading illegible prescriptions is, 'What ought it to do?'"

The Druggists' Circular finds here a new light on an old yarn:

"The experiment recorded by Mr. Bromley above raises some doubt as to the truth of the old story about the lawyer's

Why Pierce-Arrow approved the Berling

THE PIERCE-ARROW MOTOR CAR COMPANY has but one standard for the quality of materials and parts that enter into Pierce-Arrow Trucks.

They must be the best obtainable.

And when, after their own exhaustive tests, they approved the Berling Magneto, it was because they were convinced that it was:

First: Absolutely Dependable.

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In the great war—more American airplanes were sparked by Berlings than by any other ignition.

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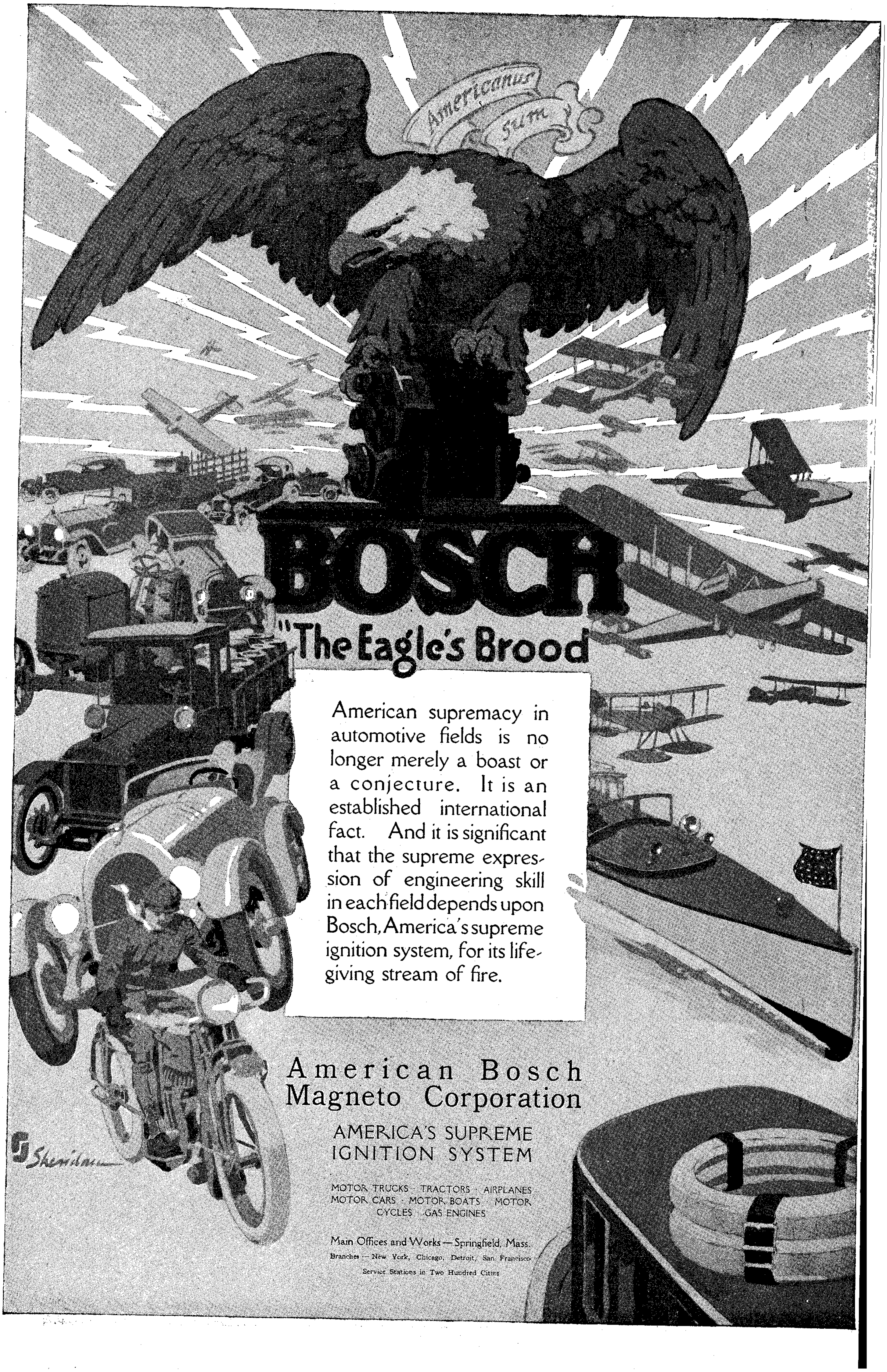
Berling Magneto

WORTH MORE DOES MORE



American supremacy in automotive fields is no longer merely a boast or a conjecture. It is an established international fact. And it is significant that the supreme expression of engineering skill in each field depends upon Bosch, America's supreme ignition system, for its life-giving stream of fire.

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CIENCE AND INVENTION
Continued

ıpt. It will be recalled that, accord-
to the story, a man who had paid a
to a lawyer was unable to read a word of
receipt he had taken. Knowing that
friend the druggist was good at de-
ıering obscure chirography, he handed
the receipt to read. The druggist
ppeared behind the prescription-case
in a few minutes returned with a bottle
ıedicine he had compounded and told
friend that the price of the prescription
seventy-five cents."

IE "MIRACLE" OF THE SERVICE-STAR

UMEROUS tales have appeared in
the daily papers of instances where
blue stars on service-pins had turned
ellow or gold, and particularly of occa-
s when this phenomenon occurred
ut the time when the soldier in whose
or it was worn had been killed in
ope. These stories, we are told in *The*
elers' Circular (New York, January 22),
e caused a large number of people to
e to that journal to find out whether
e is anything in the chemical com-
tion of the enamel coloring of these
that would cause a change in hue
er any circumstances. It says:

Tho it is very seldom that we receive
equest for information on which we
not gladly spend time, trouble, and even
ıey to obtain what the inquirer wants,
etimes spending weeks and, if neces-
, months of work in research before the
stion is satisfactorily answered, never-
ess to these questions we feel we must
so to try to answer or even suggest a
othesis on which an explanation could
ased.

When the stories first appeared we
ırally supposed them to be the product
the imagination of enterprising news
espondents, particularly as names,
s, and localities were conspicuously
ent, but later the apparent phenomena
e vouched for by people whose names
addresses were given, and in a copy
he New York *Tribune* not long ago ap-
ed a letter from Mrs. Annie Kilburn
ner, mother of the well-known poet,
azine writer, and journalist, Sergeant
ce Kilmer, who recited an instance of
changing of the color of the service-star
lear in detail but as strange as any that
been previously ascribed to the im-
ation of correspondents. *The Tribune*
published some other letters of mothers
oldiers telling of similar incidents, and
. Kilmer was emboldened to tell her
experience in the following language:

'Before my son, the late Sergeant
ce Kilmer, sailed for France, he gave
a little gold service-flag—red border,
te enamel, and blue star—and I always
e it, and shall always wear it.

'He was killed in action July 30. I was
itchfield, Conn., when the news reached
in August, and I said to my husband:
shall always wear the little service-flag
gave me, but I'll pin it on a bow of
k ribbon." While I was doing so, to
great astonishment I saw the blue star
changed to gold!

'There is no chipping of the enamel. It
ply turned to gold, just as it is to-day. I have shown it to many, and none can explain it. Many jewelers have seen it and they offer no solution.

"'I have not made it public before, but I thought I must when I read the account in this morning's *Tribune.* I have no doubt it changed when he died—it certainly did so when I looked at it closely two days after I received the notice of his death.

"'(Signed) ANNIE KILBURN KILMER.'

"It was this letter more than any other that has prompted jewelers and others who take no stock in the supernatural to write and ask for an explanation for the change based on the chemical conditions surrounding the enamel used, most of the inquiries considering that the fact that the time of the change was about that of the date of the death of Sergeant Kilmer as purely a coincidence.

"As before stated, we can not answer the question, which is one we leave to the enamelers, chemists, or students of color effects to discuss, but if any of our readers have been making investigation and can supply an explanation we will be glad to give space to the subject in a future issue."

In a letter written to THE LITERARY DIGEST from Berkeley, Cal., Miss I. M. Adams offers the following theory of this change in the service-pin:

"The little blue-enameled star is bordered with a thread of gold and underneath is a gold base. The enamel is very shallow and in some way might become loosened and fall out, thus leaving an entire gold surface. As the depression where the enamel was is slight, it might appear to the casual observer as tho the surface was undisturbed. This might have happened to Mrs. Kilmer's pin some time before her son's death, but was not noticed by her until she took the pin to fasten to the bit of black."

LOSS OF MEMORY AS A MILITARY CONVENIENCE

"WHERE am I? Who am I?" These questions from an American soldier in France who had overstayed his leave formerly induced a quick diagnosis of amnesia, or loss of memory, from the examining surgeon, attended with a slate wiped clean of all contributory offenses. But when the increase of "amnesia" among native American military men began to look alarming, the medical authorities "smelt a rat," and redoubled vigilance developed the fact that a short stay in the guard-house was a wonderful therapeutic measure. Maj. George E. Price and Lieut. William B. Terhune, United States Army surgeons in France, discuss this hitherto unnoticed feature of Franco-American military life in an article on "Feigned Amnesia as a Defense Reaction," contributed to *The Journal of the American Medical Association* (Chicago, February 22). To quote and condense:

"The examination of soldiers under arrest at the office of the provost marshal of Paris has revealed a number of individuals feigning loss of memory for the purpose of escaping punishment. This form of malingering was employed as a last resort when the culprits were without other excuse. The charge under which they were held was in every instance that

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is more than satisfaction and delight in the possession of something beautiful.

Sure bloom roses in your own garden enable you to express affection or sympathy to others, spontaneously—inexpensively.

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STAR ROSE SERVICE also supplies you, *free* on request, with 52-page illustrated Catalog and (until March 31) with Special List showing *right selection for your particular section.*

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Vegetables	Flowers
Specially selected by a famous gardening expert, who says it contains the finest things grown. 15 kinds—enough for family of 5—for $1 postpaid.	15 choice annuals selected by head of Trowel and Sunbonnet Club. Gives you succession of bloom from June through October. 15 kinds for $1 postpaid.

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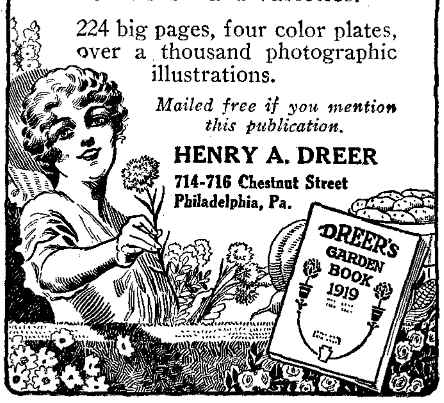
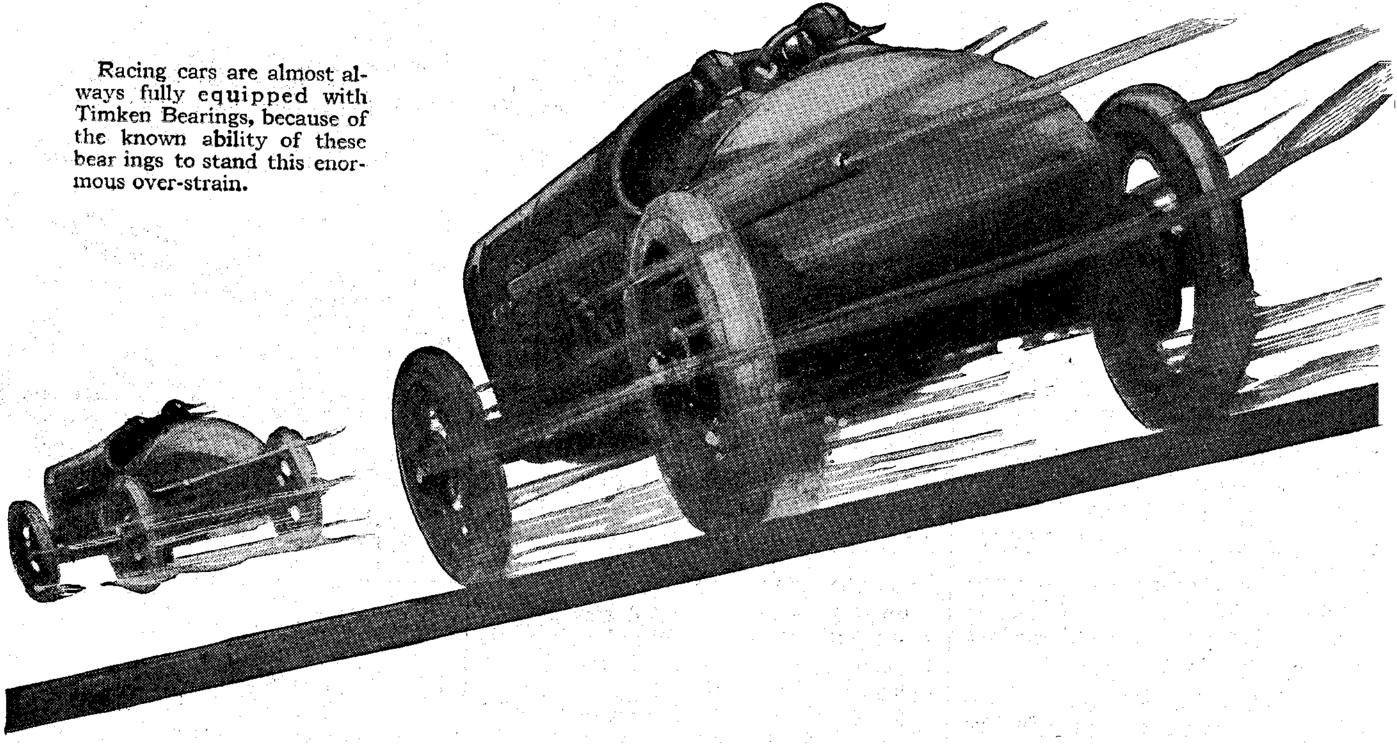
Philadelphia, Pa.

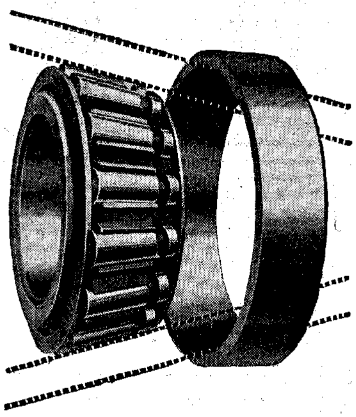


TIMKEN



Racing cars are almost always fully equipped with Timken Bearings, because of the known ability of these bearings to stand this enormous over-strain.

The Banked Track an



Dotted lines show how the inside of the "cup" of a Timken Bearing is *tapered* to fit over the *tapered* rollers.

Why is that track banked at a sharp angle at t curve?

You *know*—if you've ever seen De Palma or Res at the wheel.

—if you've ever felt your heart jump into your thro when these roaring, rushing cars swept like a torna down the track.

No human power could keep these flying masses of steel on the speedway curve if it were level. They would be hurled through the barriers to destruction.

That gives you an idea of the *force of momentum!*

When a car turns—against its will—the pressure toward the outside of the curve is enormous. The weight, intensified many times, bears sidewise on the wheels, striving to push out the spokes, rip the tires from the rim, jam the axles through the hubs!

Even the banked track can r offset that pressure altogeth

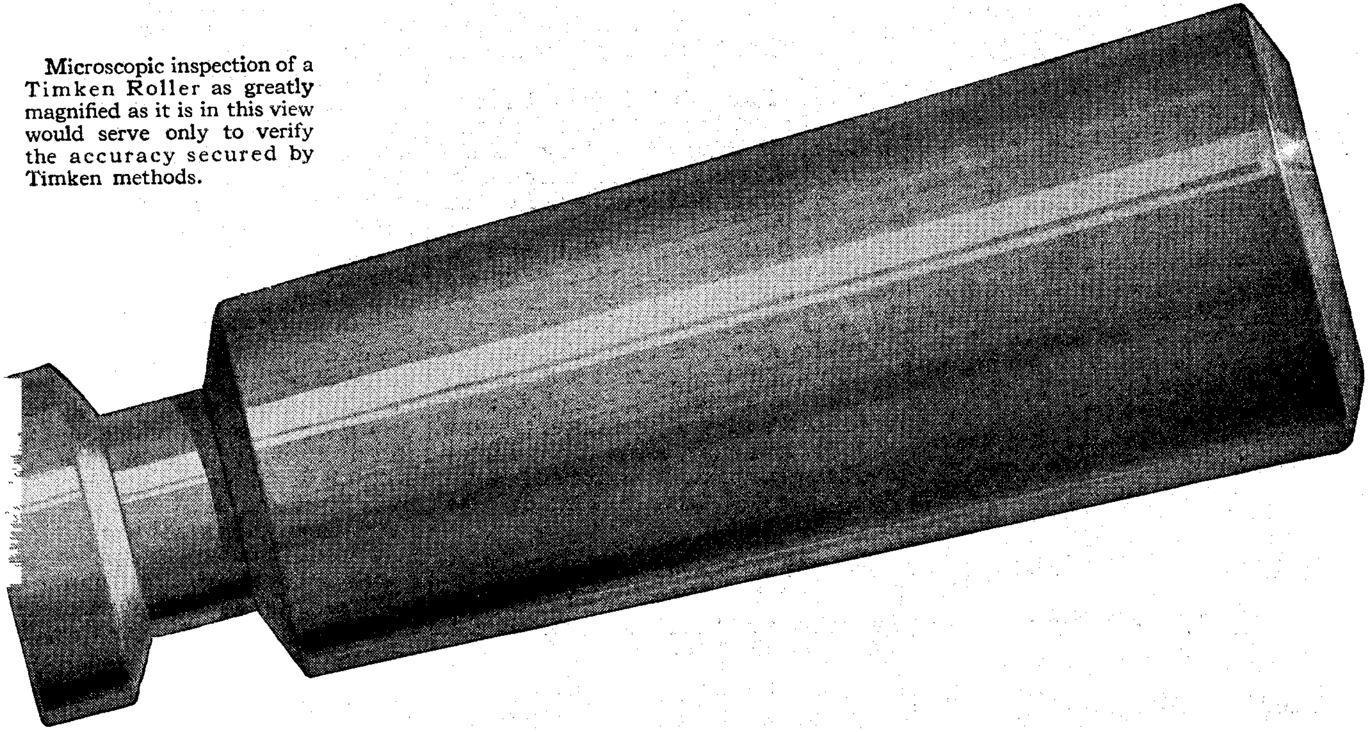
And that same pressure, l only in degree, hits your wh hubs every time you turn a str corner, every time your whe are in a rut, every time you over a hole or a stone.

One of the biggest engineeri problems in the motor car ind try would have been to find so way to keep that side pressure end-thrust, they call it—fr wearing out wheel hubs, a ends, and wheel bearings, if

If there hadn't already be in existence exactly the rig solution in the Timken *Taper* Roller Bearing.

TAPER

Microscopic inspection of a Timken Roller as greatly magnified as it is in this view would serve only to verify the accuracy secured by Timken methods.



he Tapered Bearing

imken Taper was designed essly for the job—to meet thrust.

ıove that tapered "Cone" the tapered "Cup" with all combined force of heavy load high speed, and the tapered rs keep on turning, smoothly, y, because *you can't push onical object through a ical opening.*

nat principle is so fundatal that it *always proves t.* It has been unaffected he speed of the passenger the huge loads and jolting tires of the truck, the hard, pulling of the tractor.

ou can't escape *facts.* Tim- Bearings today need no rizing, no technical argu- t—the names of the motor trucks and tractors equipped Timken Bearings and the ge records they attain tell story.

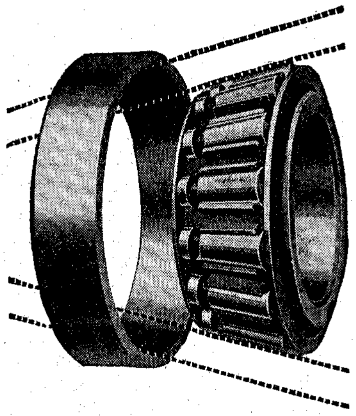
Satisfy *yourself,* write for "The Companies Timken Keeps." Read the list of Timken Users, consider the prominence and *performance reputation* of these car builders. Consider their great number—practically every car whose name you know is on the list.

These engineers and manufacturers know what they are doing and they know *why*—

They'll tell you if you ask them, that the one sufficient reason is "Timken Taper." Not simply "Taper," the correct principle of design, but TIMKEN Taper—Timken Steel, Timken engineering, Timken leadership and Timken dependability in service to car owners.

"The Companies Timken Keeps" will be sent free postpaid on request to

THE
TIMKEN ROLLER BEARING COMPANY
Canton, Ohio



On account of the taper, as shown by the dotted lines, the Timken Bearing resists end-thrust as well as load, and can be easily adjusted to take up wear.

SCIENCE AND INVENTION
Continued

of being absent from their unit without permission, and in no case was amnesia alleged to escape duty at the front.

"It was interesting to note that all of these men were native Americans. None presented any evidence of mental deficiency, the majority being somewhat above the average of intelligence. One was a captain, two were first lieutenants, and the others were privates. Such civil occupations were represented as machinist, newspaper reporter, court stenographer, telegrapher, and student.

"The condition observed was characterized by an alleged absolute blank in the continuity of memory, corresponding to the period of time during which the individual thought it necessary to be excused from his actions. This period varied according to the astuteness of the soldier. Some deemed it wise to remember nothing of their past life, others limited it to incidents occurring during the past few years, while the majority claimed an amnesia corresponding to the period of their misdemeanor.

"A typical statement would be somewhat like this: 'The military police picked me up in the street because I had no papers. I do not know how I got to Paris, how long I have been here, or what I have done. The first thing that I remember was this morning.'

"It was not difficult in the majority of instances to expose the malingering by noting the inconsistency existing in the patient's statements. One man stated that he did not know the name of the boat on which he crossed the ocean, but later he said the boat had been torpedoed recently. When asked how he knew this he said he had read it in the papers. Another individual said that for the past few weeks he had been unable to recall any facts connected with his past life, including the name and address of his relatives. This man when questioned as to when he had last written home replied that he had a nurse write his sister while he was in a hospital. This was written at a time during which he had just claimed that he could not remember the address of his relatives.

"The Café de la Paix seemed to hold a peculiar attraction for many of the patients brought up for examination. To such an extent was this true that it made a bright spot in a long day of routine examinations to have a soldier solemnly affirm that the first thing that he remembered for weeks was the military police grasping him by the shoulder in the Café de la Paix. The explanation of this is simple. This popular resort, dear to the heart of the American soldier in France, is situated at the intersection of the grand boulevards of Paris, and is therefore the most central point in the city. Around this place the military police drew their net in the search for men absent without leave, and consequently here many of the men examined were arrested.

"The mechanism of this reaction is easily understood, provided one has some knowledge of the psychology of the American soldier. A soldier, tiring of his routine life, leaves his organization without permission, in search of a few days' recreation. Many of them do this without being detected; but some are not so fortunate, and find themselves under arrest and called on to explain their actions. They know that they have no excuse; and having recently read about men losing their memory from 'shell-shock,' they quickly seize on that as a means of escape, feeling that the less they say in their present predicament the better it will be.

"The soldier realizes that when he returns home his family may require from him an explanation for his arrest while in the Army, and what better excuse can he have than that mysterious and strange malady of shell-shock, so well known to his people from the description in the popular literature? This explanation will raise him from the depths of disgrace to a hero's pedestal.

"Feigned amnesia is important not so much of itself, but because of the possibility of its being confused by the uninitiated with certain forms of true amnesia, such as those seen in hysteria and certain confusional states.

"The chief conditions that must be differentiated from feigned amnesia are hysteria and simple confusion from exhaustion. The men feigning amnesia were alert and keen, and their attention was excellent, in marked contrast to the mental state of the hysteric. A careful study of the patient's story of exhaustion, together with his irritability, slight disorientation, and other symptoms of mental and physical exhaustion, form a basis for the differentiation."

In conclusion, the writers state their belief that the dissemination of misinformation about "war-neuroses" under the title of "shell-shock" is to be regretted. The popular idea regarding this condition they assert to be erroneous, owing to the premature and inaccurate descriptions published. This has been responsible for a larger incidence of the disease in the Army than is justified, and has also enabled men to seize on it as an excuse for misdemeanors.

HOW THE CONVOY SYSTEM "FENCED OFF" MOVING AREAS OF SEA

WITH losses smaller than occur in ordinary railway traffic in this country, 2,000,000 American soldiers were sent overseas, trusting for safety to one of the great maritime developments of the war, "the convoy system." In a general way, most newspaper readers knew what the convoy system was, and how it worked; but, says a writer in *The Marine Review* (Cleveland), on account of the strict secrecy observed during the war, only the most meager facts were allowed to reach the public, and "it is now possible, for the first time, to present certain facts regarding this maritime development" which so successfully "baffled von Tirpitz and his jolly crews of buccaneers."

The convoy system, says the writer, was the direct result of English experience in transporting troops across the Channel. He describes this method of "fencing off" a portion of the high seas:

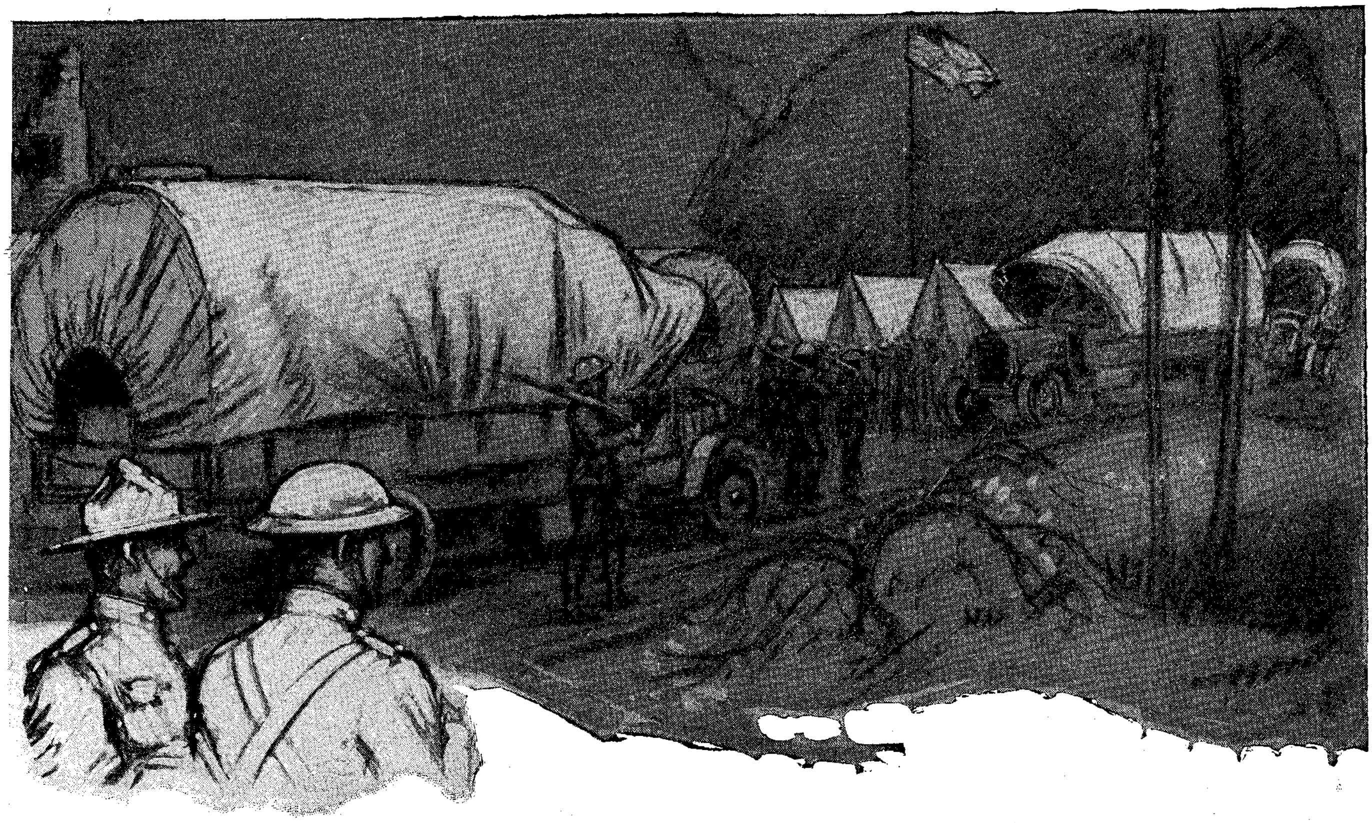
"The British found that by using nets and a screen of destroyers and patrol-boats it was possible to fence off a portion of the waters of the English Channel from the submarines, with the result that this limited area of the high seas was practically as safe for ordinary navigation as in times of peace. In an intensely practical way this meant that the freedom of the seas was
secured within the protected area
bringing about this condition, the destr
ers and patrol-boats were by far the m
important factors. It was the organ
tion of their efforts, coupled with the
vention of the depth bomb, that brou
such huge success to the channel operatı

"The application of the convoy sys
to the transportation of troops across
high seas was the invention of Adm
Jellicoe, of the British Navy, according
statement made by our own Admiral S
in London on November 12, the day a
the armistice was signed. The fu
mental idea, it is understood, was sugge
to Admiral Jellicoe by the operation
the British Channel. Learning the suc
of this work, he conceived the idea of u
destroyer screens to form moving pa
lelograms of free water in any part of
ocean. By keeping the fleet of convo
merchant vessels within the bounda
of these artificially created parallelogr
as they moved across the sea, protecte
the destroyers, their safety was assure
all practical purposes. As long as
destroyer screen was effective, the para
ograms marked out by the convoys we
all intents and purposes as harmless
harbor enclosed by a strong net, or bo
Thus by making small moving section
the ocean safe, the freedom of the seas
of navigation was assured against vigo
attacks of the disciples of '*Der Tag*.'

"The destroyer screens were effec
because, owing to the great speed
mobility of these little boats, they
able to make it hot for any submarine w
made its presence known. For this
pose the destroyers used gun-fire,
pedoes, and depth charges. The
were by far the most effective. In ac
practise, the protected parallelogram
closing a convoy of fifteen vessels is a
two miles wide and five miles long. T
ordinary observer, even with four dest
ers on a side and one at each end, ther
pear to be plenty of wide gaps in the
tecting screen, sufficient, it would seen
torpedo half the convoy. In actual
tise, however, it was impossible for
submarine to obtain any such results.

"In the first place, every vessel in
convoy pursued its individual zi
course, which meant that the realtive
tions of the vessels in the fleet were slig
but constantly changing. The
zagging is accomplished by changing
course about a point to starboard or
as the case may be, every five mi
or so. Slight tho this zigzagging wa
was confusing to the submarine
mander. Therefore, if he did get a sh
any of the ships in a convoy there w
fair chance it would be a miss, and
submarines soon found out that altho
were by no means sure of getting
merchant ship the protecting destr
who rushed up to the scene with
depth bombs were almost certain to ge
submarine. Attacking strong con
therefore, was almost the same as c
ing certain death. As a result submar
became a much less attractive occup
to ambitious young Germans with mu
ous proclivities than it was during the
stages of the war when the merchant
were nothing more than helpless shee
to slaughter. The convoy screen
effective because the submarine w
showed itself anywhere in the vic
was very likely never to report in
helmshaven again."

The popular idea that the seas
"swarming with submarines" was a
conception, the writer points out, as



Why the Government Demanded Waterproofed Canvas

IN August, 1917, soon after our army began arriving in France, orders were cabled to Washington that all articles made from canvas should be treated with a *preservative waterproofing* of proved efficiency before shipment to France.

For the officers at the head of the Service of Supplies in France soon learned that no canvas was worth its cost unless so treated. They soon learned that plain canvas is not waterproof in itself against anything but the slightest rains. Moreover, it is quickly attacked by mildew and in cold weather is very likely to be stiff and clumsy to handle.

Hence plain canvas not only failed to provide adequate protection but also proved easily susceptible to the effect of mildew, and rapid deterioration was the result.

The Kind of Waterproofing Used

The waterproofing specified by the Q. M. D. for all its canvas is known as soft-finish waterproofing. When scientifically formulated from the correct ingredient a soft-finish waterproofing *protects* and *preserves* the fibre of the canvas. It keeps the fabric soft and pliable, and protects it against mildew and decay.

PRESERVO—the Scientific, Soft-finish Waterproofing

PRESERVO is exactly what its name implies, a *preservative waterproofing*. Canvas treated with PRESERVO is made permanently waterproof. It is protected against mildew and decay—it keeps soft and pliable, and, best of all, its wearing qualities are practically doubled.

It was because of its exceptional *waterproofing* and *preservative* qualities that the Government used thousands of gallons of PRESERVO for treating enormous quantities of canvas sent overseas.

Why All Canvas Should Be PRESERVOED

When buying canvas—whether it be just a few yards for a small tent or cover, or hundreds of yards for protection on some large industrial project—you can effect a big saving by having the canvas treated with PRESERVO. For while the treatment adds only about 15 percent to the cost of canvas, it adds fully *100% to the life* of the canvas.

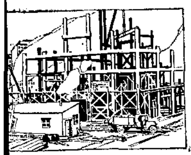
Almost any canvas goods dealer can supply you with PRESERVOED canvas. If you have any difficulty in obtaining it, write us and we will see that your needs are quickly supplied.

For special literature and information, write us or send coupon, if convenient.

ROBESON PRESERVO COMPANY

423 White Block **Port Huron, Michigan**

here PRESERVOED Canvas is Extensively Used



Contractors and Builders

use PRESERVOED *canvas for protecting* fresh construction work, especially concrete, also for protecting materials and equipment.

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PRESERVOED
vas very economi-
where used for
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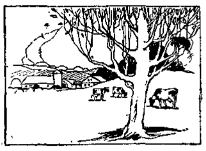

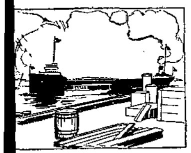

Boat Owners

use large quantities of PRESERVOED canvas for deck covers, life-boat covers, hatch covers, cargoes, sails, etc. A positive necessity in marine work.

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mpers

PRESERVO for
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saddles, duffle
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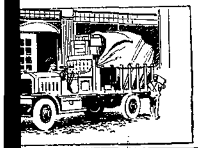
arel, etc. It in-
s both comfort
economy.



Truck Owners

insure protection for valuable loads of merchandise against storms, dust and dirt by having their truck covers made from PRESERVOED canvas.

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Trade Mark Registered
Waterproofs and Preserves Canvas

Eastern Branch:
357 Western Ave., Boston, Mass.

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Distributors for the Pacific Coast

Robeson Preservo
Company
Port Huron, Michigan

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used for ....

....

Name..

Address .... L. D.

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TRADE MARK
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GOODRICH
Akron, Ohio
WHERE OTHER TIRES STOP, — THE EXTRA VELVET CUSHION OF DE LUXE TIRES BEGINS
THE LINE OF GREATEST WEAR RESISTANCE.

THE LONG ARM OF BUSINESS

LONG haul trucking makes "local delivery" mean anywhere within a radius of fifty miles. It links the trade of a city, your trade, with the farthermost farmhouse to which business can send a truck with profit.

Your long haul is just as long as *mileage cost* in gasoline, oil, and wear and tear on tires and truck is short.

Goodrich De Luxe Truck Tires lengthen the long haul of any truck. Burly and extra thick with the Velvet Cushion, they start with more rubber to act as buffer between road and load.

The rubber compound in them, we have good reason to believe, is the most durable among truck tires. Their specially toughened surface wears slowly and evenly.

Goodrich Distributor Service Stations, *the country over*, applying De Luxe Tires in the quick, skillful Goodrich way, reduce truck idleness to a minimum.

Lengthen the long arm of your business, and keep it reaching, by getting De Luxe Tires at the nearest Goodrich Distributor Service Station.

Goodrich also makes the world famous Silvertown Cord Tire, a pneumatic for trucks

GOODRICH

DE LUXE TRUCK TIRES

"BEST IN THE LONG RUN"

SCIENCE AND INVENTION
Continued

be demonstrated with scientific accuracy by dividing the number of submarines surrendered by the Germans in November into the number of square miles in the North Atlantic Ocean. The convoy system had a great advantage in that it acted as a "submarine magnet." In other words, the submarines had to go to the convoys to do any sinking, instead of simply lying in wait for single merchantmen; and the convoys were prepared for trouble as the single merchantmen could not be. The writer follows one of these convoys as it starts on its way:

"As the ships left their moorings around New York, one by one, they dropt down the bay and anchored inside the nets off Coney Island. Here the fleet assembled. Sometimes a boat would be held at this anchorage for several days. The average delay was about twenty-four hours. The ships usually sailed out about sundown in great fleets of from fifty to sixty vessels. These sights, to those who were privileged to witness them, were impressive in the extreme.

"Painted ships on a painted ocean, their weird camouflage markings splashing in the golden rays of the American sunset, the great fleets of transports and cargo-carriers set forth. During the night they split up into a number of separate convoys for various destinations, or for the same destination, sailing different routes. The convoys usually included about fifteen vessels, and an effort was made as far as possible to group ships of approximately equal speed.

"The ships lined up, three or four abreast, in column formation about a half a mile apart. This formation was rigidly maintained all the way across. Precise, accurate navigation, especially at night and in a fog, was required, and in spite of the fact that no lights were allowed, the early morning passenger on deck was unable to discover any change whatever, during the night, in the relative positions of the vessels making up the convoy. The maintenance of proper courses and distances during the night was aided by faint blue lights which were carried on the taffrails of some of the vessels in the fleet. These lights were visible only directly astern. When necessary, even these could be switched out.

"The speed of the convoys naturally was slow, owing to the long courses taken, the zigzagging, and the necessity for keeping together. The latter condition compelled the faster ships to check down to the speed of the slowest boat of the fleet. The so-called fast convoys were from twelve to fourteen days *en route;* other voyages took as many as twenty days. The turn-arounds, therefore, were very slow—unavoidably so—and this increased the already serious shortage of tonnage, with the result that shipping controllers on both sides of the Atlantic sprouted gray hairs rapidly.

"On account of heavy seas, fogs, engine trouble, or other causes, certain ships in the convoys sometimes became separated from their companions. In such cases, one of the destroyers usually stood by until the fleet was reassembled.

"When the so-called danger-zone was reached, each convoy joined up with from

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Medicated for the Skin and Complexion
Bath and Toilet
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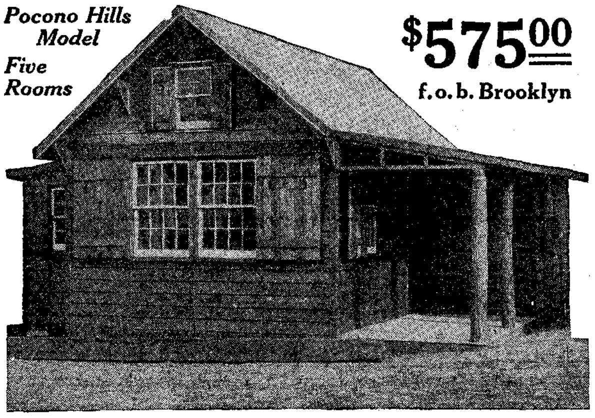
A Real Soap That Serves Two Purposes

It is unusual to find a soap that performs two distinct functions, yet in Resinol Soap you have one that is ready to heal and soothe rough, red, blotchy complexions, and in addition, aid those who have good complexions to keep them clear, soft and healthy. Consequently, for general toilet use, Resinol Soap is beneficial and most agreeable. It is wonderfully cleansing, yet entirely free from all harsh drying alkalies.

For sale by all druggists and dealers in toilet requisites. For free sample write Dept. A-40, Resinol, Baltimore, Md.

Resinol Soap



$575.00 f. o. b. Brooklyn

Summer will soon be here

Order Now for Prompt Delivery

CAN'T you see the children running out of this Bossert Bungalow to their play in the soft, white ocean sand? or to their frolics in woods or mountains?

With your family settled for a joyous all-summer vacation, perhaps within commuting distance of the city, won't you get much more out of your own week-ends? The Bossert Bungalow is fabricated by the makers of

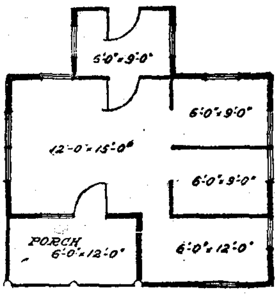
Bossert Houses

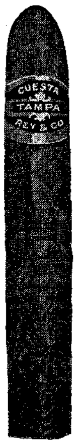
It is substantially built and single walled. No interior finish. Exterior artistically stained brown with creosote, a better preservative than paint; priming coat of paint if preferred. Shutters stained green and are made solid for winter closing. It would cost you a great deal more to build this bungalow in the hand-labor way.

Shipped in sections of convenient size. Any two persons can, without experience, quickly and easily assemble the parts. Absolute satisfaction guaranteed.

Price of Pocono Hills Bungalow—$575 f. o. b. Brooklyn. Send check or money order for $143.75. Pay balance of $431.25 when notified Bungalow is ready for shipment. Catalog showing the complete line of Bossert Houses mailed on receipt of 18 cents.

LOUIS BOSSERT & SONS, Inc., 1307 Grand St., Brooklyn, N. Y.





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Clear Havana Cigars
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JUST now I am making a special price proposition on 10,000 Fireless Cookers to introduce them quickly into new homes. My Rapid Fireless Cooker actually reduces the cost of living. It saves you a big per cent of your fuel bill, saves you time and worry, and cooks all kinds of foods better. It makes them more digestible and more delicious. All the flavor of the food remains in the food after it is cooked. My

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I want you to use my Rapid Fireless Cooker a month at my risk. Then I want you to take a vote of the entire family and yourself—and if you don't decide that the Rapid Fireless Cooker is a marvel—if the whole family don't say that they never had better meals, more wholesomely cooked, and if you don't say that you did it with far less work than you ever did before—then send it right back and I will return your money without argument.

Try My Rapid 30 Days On My Personal Money Back Guaranty

Try my Rapid this way and see how much better it is than the ordinary—two tops instead of one to retain the heat—no reheating necessary—radiators do not crack or break—last forever.

Send For Big FREE Book. It shows that with the Rapid, you can cook or prepare every dish you serve on your table. It roasts, boils, stews, steams, fries, bakes every kind of meat, fish and vegetables—makes delicious soups, puddings, breakfast foods, preserves. Does a score of things you never knew a Fireless Cooker could do. Send for the Free Book. With it will come my *special* price proposition. Write today. A postal will do. WM. CAMPBELL, Pres.

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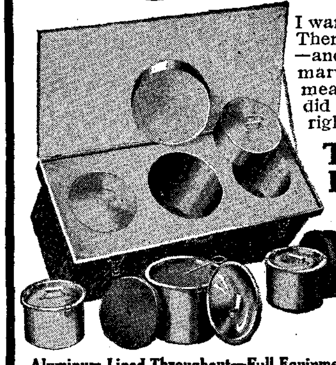
The Wm. Campbell Company
Department 250 Detroit, Michigan



SCIENCE AND INVENTION
Continued

eight to ten destroyers. These little guardians of the merchantmen then stayed with their charges right up to the Liverpool bar or into whatever British or French harbor the fleet might be sailing. The junction between the convoy and the group of protecting destroyers was known as a rendezvous. Sometimes the fleet commander was given orders for a certain rendezvous at a certain time, before he left New York. On other occasions the time and place of rendezvous were communicated to him by wireless during the voyage. The problem was not only to avoid submarines, but to get the ships to the proper rendezvous on time. It was a combat in wits between the operating officers and the submarine commanders. Usually the submarines were on the losing side."

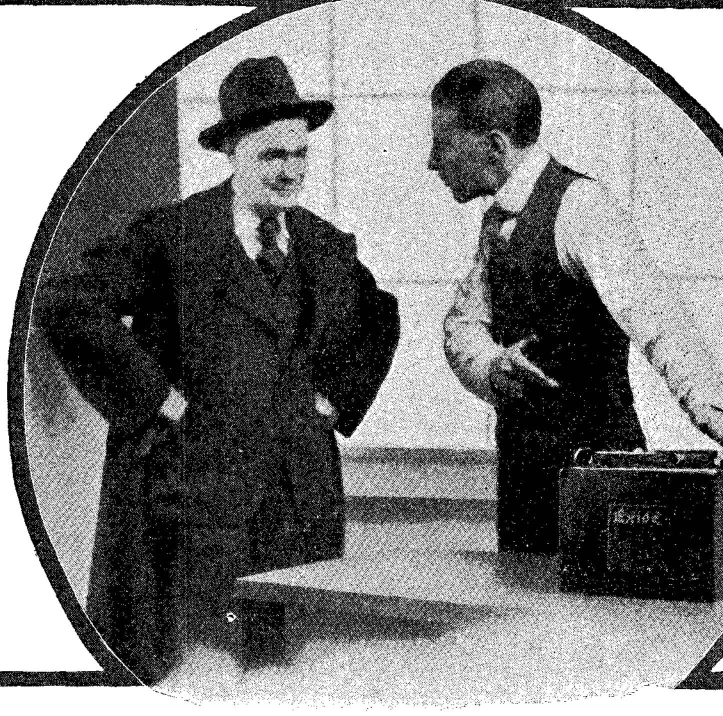
Nets were used with good effect in the shoal waters on either side, but these were not made of heavy wire rope, as many people imagine, nor were they securely anchored and arranged to catch and hold the submarine. They served rather as submarine alarms than as traps, and their construction was modified accordingly, as the writer explains:

"The nets were made of fine wire cables not much over one-eighth inch in diameter. Unusually flexible cables were provided and the nets were made up in sections about 120 feet long and 35 feet wide. The mesh was 12 feet square, big enough to drive an automobile through, with plenty of clearance. The top edge of the nets was supported by ordinary fishermen's floats and the bottom hung with lead weights of the same type. The various sections or units were provided with coupling devices so that continuous nets of any length and depth could be quickly assembled, and as easily disassembled.

"The methods of manufacturing these nets were so greatly improved during the war that the cost per section was reduced from about $150 to approximately $30.

"The nets were strung out where the submarines were in the habit of operating in much the same manner as gill-nets are laid out by salmon fishermen. In fact, the submarine nets were nothing more than enlarged gill-nets, the fish in this case being the German pirates. The nets were not anchored, but were attended by drifters or trawlers. The 85-foot and the 110-foot submarine-chasers also were used for net patrol work in large numbers. When a submarine came along where a net was located, he poked through the mesh which immediately caught on the conning-tower or some other projection. The floats, of course, began promptly to move off at a speed of eight to twelve knots, while at the same time the net formed a pocket and wrapt itself gracefully around the submarine. The net was so light that usually it did not impede the operations of the submarine in any way, and frequently the first intimation the commander of the undersea boat received that his presence was known came in the form of an accurately placed depth charge which blew him and his craft to kingdom come. It was a very simple matter, of course, for the net patrol-boat to drop the charge accurately, since the floats indicated the position of the submarine precisely, as well as revealing its course and speed. Sometimes the submarine commander discovered he was in a

THE ELECTRIC STORAGE BATTERY CO.



“There is a difference in Starting Batteries-

and that difference is the big difference between true dependability and the ‘maybe’ sort of service. “To give real satisfaction your battery must first of all afford a 100% combination of adequate power and durability. To build an automobile battery that is simply *powerful* is not difficult—no more so than to create one with the sole object of *durability* in view. But to combine both these features in compact, practical form is a real feat of storage battery engineering. In the

“Exide”

Starting & Lighting Battery

power and durability are perfectly balanced. The makers of the **“Exide”** *know.* For thirty years, in the largest battery works in the country, sir, they have been making batteries for all purposes; for thirty years they have been gathering practical experience—and this experience which is built into every **“Exide”** Battery is the real foundation of **“Exide”** quality.

‘Long years of road work under all sorts of conditions have demonstrated **“Exide”** reliability.

‘And backing up the quality built into the **“Exide”** Battery is nation-wide **“Exide”** Service. All over the country you will find **“Exide”** Distributors, like myself, whose business it is to see that every **“Exide”** owner is getting the absolute best from his battery. There is an **“Exide”** made for *every* model of car.

The Giant that Lives in a Box

“If every motorist would submit his battery problem to the **“Exide”** Distributor near him, as you have done, sir, he would find, like you, that **“Exide”** quality backed by **“Exide”** Service is the answer.

“I sell the **“Exide”** because I *know* what the **“Exide”** will do. I offer **“Exide”** Service to my customers because I know how much a *real* service will do toward eliminating their battery worries.

“As convincing evidence of the inherent quality of all batteries built by the maker of the “Exide”, I would like to show you a letter and give you one of the booklets, both relating to war work done by The E. S. B. Co., sent me a few days ago from the Home Office. It is a *fact*, sir, that during the big struggle the U. S. Government, for its battery requirements, both on sea and land, used in vast quantities, the “Exide”, as well as other batteries made by The Electric Storage Battery Company.”

ANY “Exide” Distributor will show YOU a copy of this letter.
He will also give you one of the booklets. It cannot fail to interest you.

THE ELECTRIC STORAGE BATTERY CO.

The oldest and largest makers of storage batteries in the world
1888 PHILADELPHIA, PA. 1919

New York Boston Chicago Washington Denver San Francisco St. Louis Cleveland Atlanta
Pittsburgh Minneapolis Kansas City Detroit Rochester Toronto

“Exide”, “Hycap-Exide”, “Ironclad-Exide”, “Thin-Exide”, “Chloride Accumulator”, “Tudor Accumulator”
Batteries are made by this Company for every storage battery purpose

BATTERY
“Exide”
SERVICE

LOOK FOR THIS SIGN

THE ELECTRIC STORAGE BATTERY CO.

ECONOMY

KEEP this fact in mind when you buy a motor truck: A truck that consumes too much gas and oil cannot earn the profit it should. Every dollar that goes for unnecessary gas and oil is a dollar out of *your* pocket.

SERVICE Motor Trucks are notably economical. Comparison of cost sheets proves it—not in isolated cases only, but in practically all. SERVICE owners, who make it their business to know what it costs to operate their trucks and what it costs others, praise SERVICE enthusiastically.

One fleet owner says: *"We are very well satisfied with SERVICE Trucks. Altho we have other makes, we have found the SERVICE more economical."*

Another says: *"SERVICE Trucks have given our company excellent satisfaction. The consumption of gasoline and oil has been far below our expectations."*

Ask the nearest SERVICE distributor for full details of the five models from 1 to 5 tons. Catalog mailed upon request.

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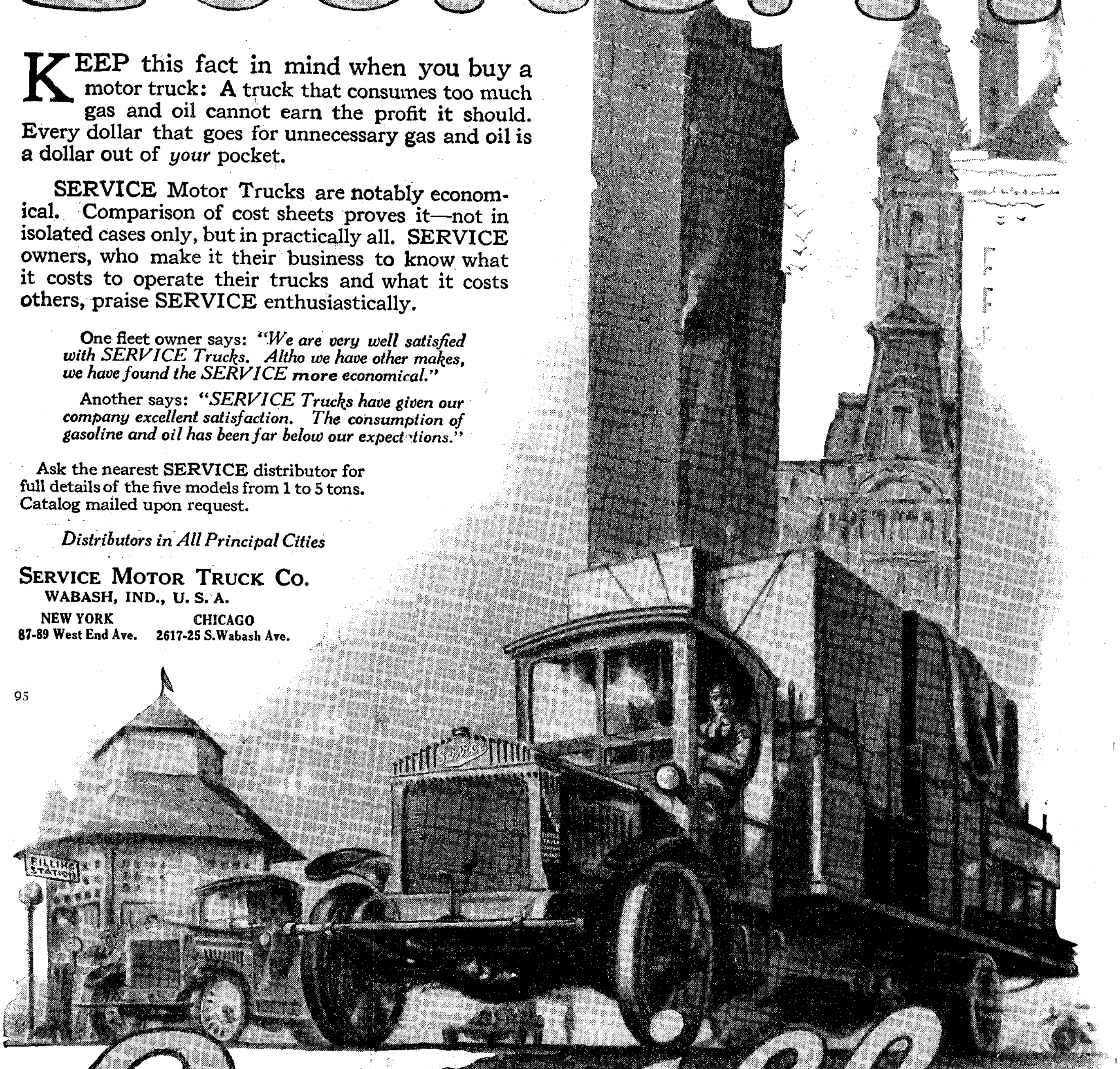


Service
MOTOR TRUCKS

net and tried to back out. This was not easily accomplished, particularly in view of the fact that the instant he touched the net the disturbance of the floats was noted by the patrol. Thus, like the lion in the silken web, many a Hun submarine was brought to an untimely end by a fabric of flimsy wire."

THE SPICE OF LIFE

Common Effect.—Flattery is a sort of moral peroxide—it turns many a woman's head.—*Boston Transcript.*

That Protracted Peace Meeting.—They're calling them " The Allied Pow-wow-ers," now.—*The Passing Show.*

Specifications.—" But, Mabel, on what grounds does your father object to me? "

" On any grounds within a mile of our house."—*Houston Post.*

Live *vs.* Let Live.—" Do you think your poems will live after you are dead? "

" Can't say. I wish they'd let me live while I'm alive."—*Boston Transcript.*

Political Cavalry.—Every now and then it is said of one statesman or another that he is riding for a fall. Presumably the fall of 1920.—*Philadelphia Public Ledger.*

When News Is Not News.—The Supreme Court has held that news is property. Some of it is, and then some is " improvements thereon."—*Manila Bulletin.*

The War at Home.—" Why do they call orders they serve war-portions? "

" Because they give a man only a fighting chance of getting a meal."—*Baltimore American.*

Then They Canned Him.—CUSTOMER—" Where will I find the candelabra? "

NEW FLOORMAN—" All canned goods are in the grocery department on the fourth floor."—*Judge.*

Beating Father to It.—" What did your little ones say when you told them there is no Santa Claus? "

" They asked me if I was just finding it out."—*Washington Star.*

Getting Together.—A Kingston youth named Beer was arrested last week for breaking into a public-house. The magistrate decided that the proper place for him was the jug.—*London Punch.*

Slight Effort Needed.—They say the French girls are better listeners than American girls. We don't believe it. The girls we know could listen as well as anybody if they would only try.—*Houston Post.*

The Brute.—WIFE (complainingly)—" You used to say before we were married that I was a dream."

HUB—" You were. A dream is something that one wakes up from and discovers that it wasn't so."—*Boston Transcript.*

Invidious Distinction.—A colored sentinel challenged another colored soldier who seemed to be carrying something inside the lines.

" Who goes there? " he asked.

" Lieutenant with a jug o' gin," was the answer.

" Pass, Lieutenant! Halt, gin! " commanded the sentry.—*St. Louis Post-Dispatch.*

Regular Rates.—HUSBAND—" You never kiss me except when you want money."

WIFE—" Well, isn't that often enough? "—*Tit-Bits.*

With a Lot of Sinking Funds.—The trouble is that the world pool of war-debts might change into a whirlpool.—*Louisville Evening Post.*

Looking Forward.—The hotel with 2,200 rooms which has just been opened in New York has obviously been designed for the next Peace Conference.—*The Passing Show.*

Controlling Him for His Own Good.—" What kind of a woman is his wife, Amanda? "

" I think she is what you call a mandatory."—*Baltimore American.*

Another Libel.—" What's the disturbance in the market-place? "

" It's a mass-meeting of the women who've changed their minds since the morning and want to alter their voting papers."—*Punch.*

The Law and the Poets.—CALLER—"This poem was written by a lawyer. Has it any value? "

EDITOR (glancing through it)—" About as much value as a legal opinion written by a poet."—*Boston Transcript.*

Pleasant Contrast.—" Mike."

" Phwat? "

" I was just thinkin'. After we get out of the trenches an' back home again how nice an' peaceful that old boiler-factory will sound to us."—*Successful Farming.*

Why Editors Drink the Ink.—We wish to apologize to Mrs. Orville Overholt. In our paper last week we had as a heading, "Mrs. Overholt's Big Feet." The word we had ought to have used is a French word, pronounced the same way, but spelled fête. It means a celebration and is considered a very tony word.—*Williamsville (N. D.) Item.*

Income Tax Tips

(*All replies to questions in this column given free of tax.*)

PUZZLED—Don't be bluffed. Simply put all extra leaves in dining-room table, grasp tax return firmly with both hands, and throw it flat on its back. When you have it down brand it on first page with hot ink.

C. H.—Yes, algebra may be used in figuring your return. Personally we employ trigonometry, altho many prefer calculus and a couple of lawyers.

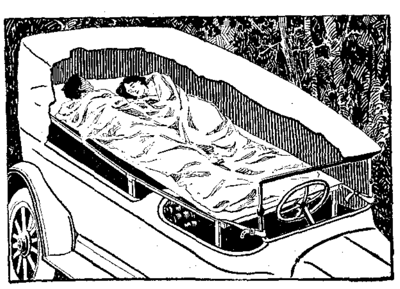
TAXPAYER—Your problem is as clear as a Chinese laundry-ticket. Simply deduct the net profit of losses (plus inventories at end of year) and add income from salaries, wages, bonuses, director's fees, and pensions. Nothing to it!

J. J. C.—Refer to Table 113 on Page 11, Section 28, Part IV of return. Then if Item 86, Schedule V, line 7, exceeds the sum stated in Item 21, Page 9, Schedule Z, get another blank form.

CONFUSED—No, you should have figured the amounts in Items 34, 60, and 69 as net losses from Wear and Tear. Obsolescense and Depletion Charged Off (see K (2) on Page 8 of Instructions) before entering total in Item 94, Schedule O. It's perfectly simple.

L. F.—Don't worry about your 1919 tax. You may not have any income.—*Brooklyn Eagle.*

AUTOBED



"Autobed" set up in car

THE AUTOBED fills a long desired want. Is comfortable for TWO people and can be placed in any 4, 5 or 7 passenger car. Requires only from 3 to 5 minutes' time to put in place or take down. Occupies very little space when folded as it rolls into package 4 feet long and 5 inches in diameter, weighing less than 25 pounds. Strong and durable and will stand many years of service.

For Sale by Dealers. Write today for circular giving full description.

TENTOBED CO.
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1000 Copies FOR 20¢

Form Letters
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Manufacturers, merchants, professional men, you can print from 20 to 1000 copies of any hand-written, typewritten or ruled form, quickly and perfectly with a

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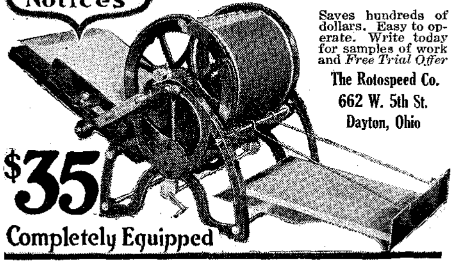

Saves hundreds of dollars. Easy to operate. Write today for samples of work and *Free Trial Offer*

The Rotospeed Co.
662 W. 5th St.
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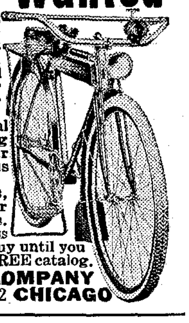
$35 Completely Equipped

Rider Agents Wanted



Everywhere to ride and exhibit the new **Ranger "Motorbike"** *completely* equipped with electric light and horn, carrier, stand, tool tank, coaster-brake, mud guards and anti-skid tires. **Choice of 44 other styles,** colors and sizes in the famous **"Ranger"** line of bicycles.

DELIVERED FREE on approval and **30 DAYS TRIAL.** Send for big **free** catalog and particulars of our *Factory-direct-to-Rider* marvelous offers and terms.

TIRES Lamps, Horns, Wheels, Sundries, and parts for all bicycles—at half usual prices.

SEND NO MONEY but tell us exactly what you need. Do not buy until you get our prices, terms and the big FREE catalog.

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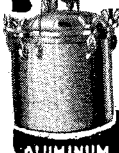
Dept. M-172 CHICAGO

Cook and Can by Steam "Under Pressure"

Steam "under pressure" cooking in a National Aluminum Cooker quickly penetrates, breaks up and renders soluble the cells, tissues, and fibrous matter of hard-to-cook foods. Saves time, work and fuel. Prevents burning, sticking and waste.

National STEAM PRESSURE CANNERS AND COOKERS



ALUMINUM COOKER

The National Steam Pressure Canner is unequalled for the successful canning of fruits, vegetables and meats by the cold pack method. Outfits $18.00 up.

WRITE for full information about National Cookers and Canners—either or both—and ask for a copy of our free recipe book.

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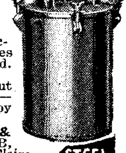


STEEL CANNER

When it comes to buying new "duds"—

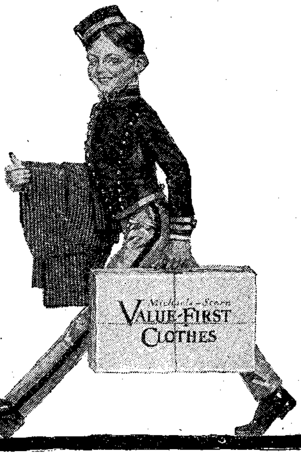
soldiers and civilians alike will not be easily satisfied. For they will want more than mere style and fit and fabric. They will demand what the war has taught to be so essential—*Value*—

And in Michaels-Stern VALUE-FIRST CLOTHES they will find it.

FOR more than fifty years every detail of the making of Michaels-Stern Clothes—the styling, the cutting and the tailoring—has been guided by the ideal of value—giving the most for the money.

Small wonder that during the trying times of last year, more men than ever bought these clothes. And this season, men who have learned the war-time lesson of *value* will again turn to Michaels-Stern VALUE-FIRST CLOTHES.

"WHAT Good Clothes Did For Me"—a success-story reprinted from the American Magazine will be sent free on request. Address Michaels, Stern & Co., Rochester, N. Y.



Michaels-Stern
VALUE-FIRST CLOTHES

$25 to $60—At VALUE-FIRST Dealers

CURRENT EVENTS

PEACE PRELIMINARIES

March 5.—At a meeting of the German Cabinet, attended by party leaders and delegates of ship-owners, says a dispatch from Zurich, it was unanimously agreed that Germany would not submit to coercion by the Entente Powers, "either in the armistice negotiations or in the peace *pourparlers*." A press campaign has been started throughout Germany, adds this dispatch, against the armistice and peace conditions.

March 6.—British delegates to the Peace Conference have been instructed to submit as their first demand full reparation for British losses at sea during the war, including compensation for relatives of mariners who lost their lives, announces Premier Lloyd George to a deputation of sailors.

Italy is warned by the American Government that unless she puts an end to the delays in movements of relief-supplies to the newly established Jugo-Slavic and Czecho-Slavic states, steps will be taken to cut off American foodstuffs from Italy, reports Washington.

The specter of famine in Germany is stalking about in Paris, says a dispatch from the latter city. As a result the French attitude is said to be changing in favor of a speedy peace with Germany.

American leaders of the Irish movement for Home Rule plan to send a committee from the United States to plead the Irish cause before the Peace Conference in Paris, according to a report given out by members of the Committee of the Irish Race Convention.

Senator William E. Borah, of Idaho, Senator James A. Reed, of Missouri, and Senator Charles S. Thomas, of Colorado, vigorously attack the League of Nations at a meeting in New York City

March 7.—Armistice negotiations between the German and Allied representatives at Spa are broken off on the refusal of the Germans to surrender their merchant fleet unless definite promise of food is given. Washington reports that forcible seizure of the German vessels by the Allies may ensue.

The Powers have agreed to divide the surrendered German war-ships, but the United States and Great Britain are in accord regarding the necessity for sinking their respective shares, according to the London *Daily Mail.*

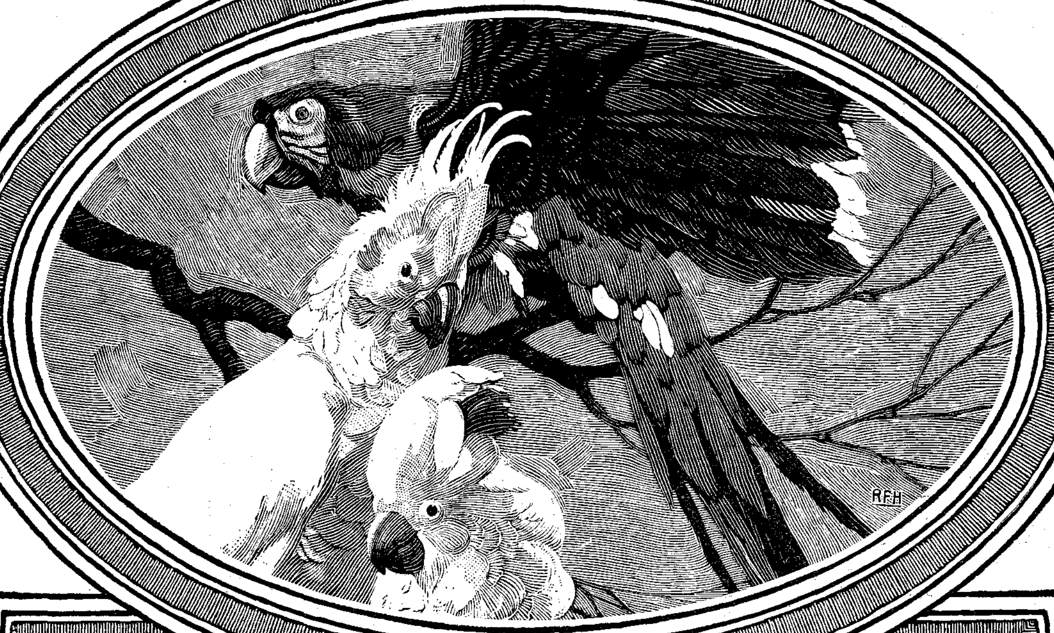
It is stated on the authority of an official connected with the Peace Conference Commission on Reparation, reports Paris, that the total reparatory damages to be assessed against Germany will be $40,000,000,000.

If the Irish question is not settled by the Peace Conference, friends of Ireland will stop ratification of the League of Nations in the American Congress, John O'Kelly, delegate of the provisional Irish Republic to the Peace Conference, declares in a statement issued in Paris.

The Albanian Delegation to the Peace Conference, after a hearing by the commission dealing with Greek questions, proposes through Premier Clemenceau that, in event its claims are not admitted by the Supreme Council, a mandate be given to the United States to occupy and administer for one year the territories claimed by the Albanians.

March 8.—The Supreme Allied Council decides to resume negotiations with the Germans at some other place in Belgium than Spa, where they were broken off on March 6. A method has been agreed on to assure the delivery of German merchant ships to the Allies and to furnish Germany with food to be paid for by credits and foreign securities held in Germany.

The American delegation, says a dispatch from Paris, has decided to leave to the Allies the punishment of the authors of the war.



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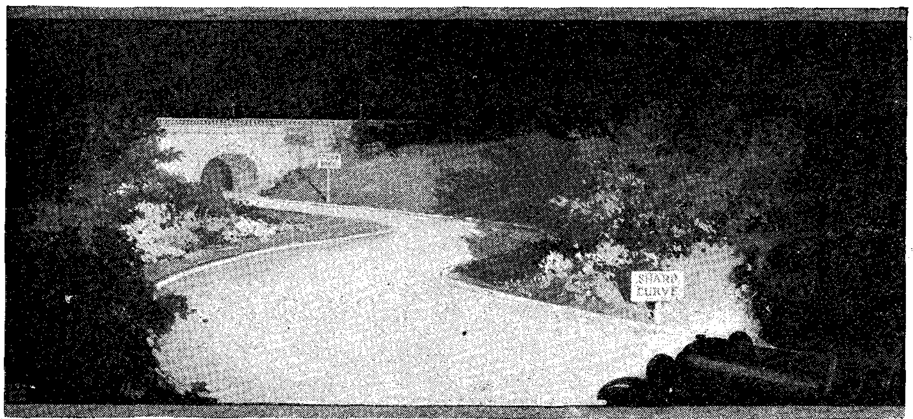


Time Has Decided
The Best Lawful Lens

Glaring headlights are unlawful almost everywhere today. They have always been offensive and unsafe. A million motorists, and many leading car makers, have quit them for the Warner-Lenz. Your turn has come, and we urge you to act now.

Forbidden Lights Not One-Tenth So Effective

The Warner-Lenz is legal everywhere. It conforms to the Golden Rule. Yet it sheds a tenfold better light than shaft-lights, which are outlaws.

The blinding shaft-light overlit a narrow bit of road. Its rays pierced straight ahead. The roadsides, ditches, curves and turns were left unlighted by it.

Insert the Warner-Lenz and shaft-lights become flood-lights. Far and near, wide and close, the entire scene is lighted. Your entire range of vision is made clear as day.

There are no direct beams, no glare rays. So laws do not restrict this light to 42 inches high. The road signs are made clear.

Rise and fall of the car does not affect this light, nor does turning of the lens in the lamp-rim. That is vitally important.

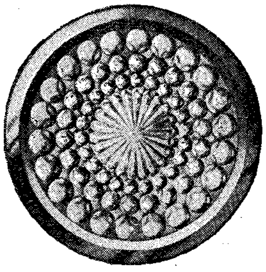
Warner Stands Alone

The Warner-Lenz, from the very start, has held supreme place among lawful lenses. Today it stands alone, both with motorists and engineers, when dozens of types have fallen.

It means a vastly better light, yet a courteous light and lawful. It means a widespread, unrestricted, all-revealing light.

Let your dealer insert them. Not some eccentric lens, but Warner-Lenz—the type that won. See how they change night driving. Nothing else which costs so little adds so much to motoring joy.

Go change today.



Standard Equipment on

Packard	White
Stutz	Westcott
Peerless	Case
Moon	Davis
Murray	McFarlan
Crawford	Daniels 8
Fiat	Cunningham
Ohio Electric	Anderson
Marmon	Standard 8
Lenox	Nash
Dorris	Doble Steam

Rock Falls

Motor Trucks

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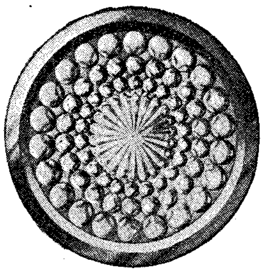

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This is A. P. Warner of the Warner Auto-Meter Fame and Inventor of the Magnetic Speedometer

$3.50 to $5.00 Per Set, According to Size

West of Rockies, 25c Per Pair Extra Canadian Prices, $4.50 to $6.50

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901 South Michigan Avenue, Chicago

(373)

The Supreme Council directs that the food blockade enforced by Italy against the Jugo-Slavs be raised at once.

The Peace Conference Commission on Belgian claims, it is reported from Paris, has agreed in principle to the Belgian demand for the Prussian town of Malmedy and surrounding Prussian territory.

Claims filed by American citizens and firms with the State Department against Germany and Austria-Hungary total about $750,000,000, according to an announcement by the State Department, and additional claims are expected.

March 9.—Under the Supreme Allied Council's plan to regulate the size of the German Army, states Stephen Pichon, French Foreign Minister, conscription is abandoned in favor of a small professional force. Germany will be provided with 300,000 tons of food a month under the plan formed by the Council.

Suggestions for amending the League of Nations charter will be framed in London this week, says a report from that city, at a meeting of the Society to Enforce Peace.

The Austrian peace terms will be taken up by the Supreme Allied Council at Paris, says a French report, as soon as the preliminary treaty with Germany has been framed.

March 10.—Amendments to the draft of the League of Nations plan suggested by ex-President Taft are receiving the close study of the various delegations, says a report from Paris, and "the understanding prevails that the suggestions made by Mr. Taft might be adopted if assurance could be had that the reopening of the whole subject would not be involved."

The Supreme Council, reports Paris, ha unanimously agreed that Germany' military force shall be limited to 100,000 volunteers serving twelve years

March 11.—The Peace Conference ha nearly completed its work, says th London *Evening News*, giving recen advices of Premier Lloyd George as it authority. The Peace Treaty will b signed before the end of March, according to this journal, with th signature of the League covenant t come later.

It has become known, says a report fro Paris, that Pope Benedict has addres an appeal to the Powers emphasizin the urgency of the speedy conclusio of a peace with Germany "which wi not humiliate the German people."

The Supreme Council adopts a provisio for the reduction of the German military establishment to 100,000 men wit 4,000 officers. The personnel of the German Naval Fleet is to be reduced to 15,000, according to the same Paris report

General opposition to the propose League of Nations is reflected in recen German newspaper comment receive by the State Department, says a dispatch from Washington. The Leagu is planned to give the United State and Great Britain domination ove the world, according to most of thes German authorities.

THE CENTRAL POWERS

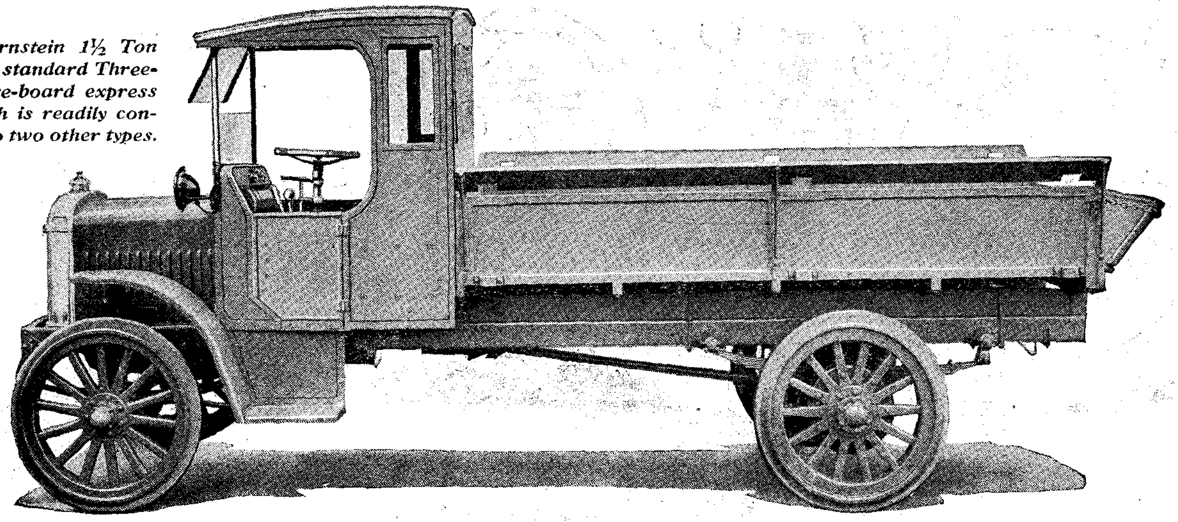
March 5.—The Spartacides have inaugurated a movement to seize Königs berg in East Prussia, says a repo from Berlin, in order to open a route c communication to Moscow so tha Bolshevik armies from Russia may mov to the assistance of the Spartacide force

The first reading of the new Germa constitution was concluded on Marc 4, says a dispatch from Weimar.

Government troops to the number c 28,000 have gathered in Berlin, according to dispatches received from tha city, to be prepared for the growin Spartacide menace.

March 6.—Anti-American riots in Berli

Gramm-Bernstein 1½ Ton Truck, with standard Three-in-One flare-board express body—which is readily convertible into two other types.



The Extra-Value Truck, Backed by a Good Name

The positive voucher for real extra-value in this 1½-ton Gramm-Bernstein, is the name of B. A. Gramm.

Truck-buyers know that name means 18 years of truck building. They know what it has always stood for.

So the name, back of actual outstanding superiorities, won instant recognition of this truck as an unusual value.

Built as a 1½-Ton Truck Should Be

To begin with, it is the product of the longest experience in the truck business—dating back to 1901.

Second, it is exactly what this experience shows that a good 1½-ton truck should be.

It is well-engineered and well-built. It is perfectly balanced, and uniformly strong and sound in all its units.

Rear Axle Good for 2-Ton Duty

The rear axle is literally the truck foundation. The one B. A. Gramm puts under this vehicle is fit for 2-ton duty. Its bearing sizes, for example, are one to two points larger than in many 2-ton axles.

Yet it is specified for the 1½-ton Gramm-Bernstein. B. A. Gramm does this as one means of insuring long life and thorough reliability. The first 4-cylinder truck he built in 1906 is in service in 1919.

These Gramm-Bernstein springs might appear too heavy, or the leaves too many for the truck's capacity.

Mr. Gramm's experience tells him they are precisely right for a 1½-ton truck. He could use springs less costly than these of Vanadium alloy—but he will not risk a fine truck reputation of 18 years' standing.

Costlier Methods Make a Better Truck

So all through. Longer life, better service with greater economy; built into the truck, even at higher cost of materials and methods.

By some, this 1½-ton transmission probably would be considered admirable for a 2½-ton truck. But Mr. Gramm knows the work to be done, and has built it for that work.

He does away with the "whip" of a one-piece propeller shaft by using a two-piece shaft. Three universal joints instead of two—better engineering and better results.

Both brakes work on the rear wheels, because Mr. Gramm has found that a propeller shaft brake causes excess wear on the rear transmission bearing. Again, the Gramm method is more costly—and better.

The frame is positively insured against misalignment and undue strain by six sturdy cross members. These are gusseted for still greater strength; and rear corner braces are provided, in addition to the customary corner gussets.

The radiator—Gramm make and design—is spring-cushioned to the frame.

These are strong evidences of unusual value. Without these elements, the success of a truck is doubtful.

Positive Assurance of Excess Value

If further assurance of downright excess value were asked, we should say, "Dig into Gramm-Bernstein records for performance, for low cost operation, for honest service."

We know this truck to be so much better—the Gramm-Bernstein record is so clean—that we feel the two factors must convince thoughtful business men and truck buyers.

Three-In-One Body a 1½-Ton Feature

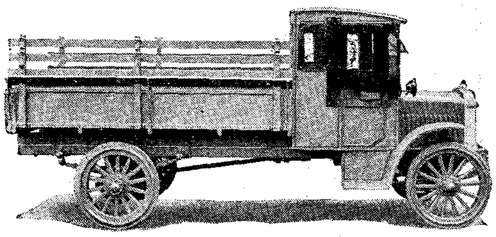
A highly practical feature of the 1½-ton Gramm-Bernstein in its Three-in-One body, illustrated on this page.

Other body types are the platform stake and the slatted stake, each furnished in high, medium and low styles.

The Gramm-Bernstein line includes all pratical capacities from 1½ to 5 tons—all chainless drive.

The Gramm-Bernstein Motor Truck Company
Builder of the first standardized Liberty (U. S. A.) Truck
Lima, Ohio, U. S. A.

THE GRAMM-BERNSTEIN MOTOR TRUCK COMPANY
GRAMM BERNSTEIN
MANUFACTURERS OF HIGH GRADE CHAINLESS MOTOR TRUCKS - 1½-2-2½-3½-5 TONS

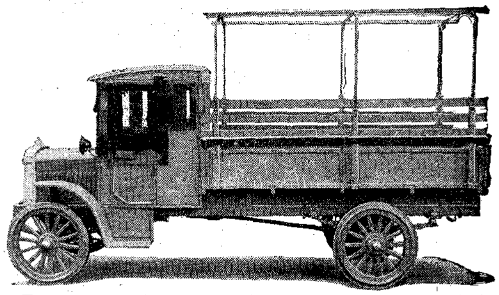


The 1½ ton Gramm-Bernstein Three-in-One body, with extra slatted panels added.

$1895
F. O. B. Lima, Ohio
1½-Ton Chassis with Driver's Seat

$1975 1½-Ton Chassis with all-weather cab, doors, curtains and windshield.

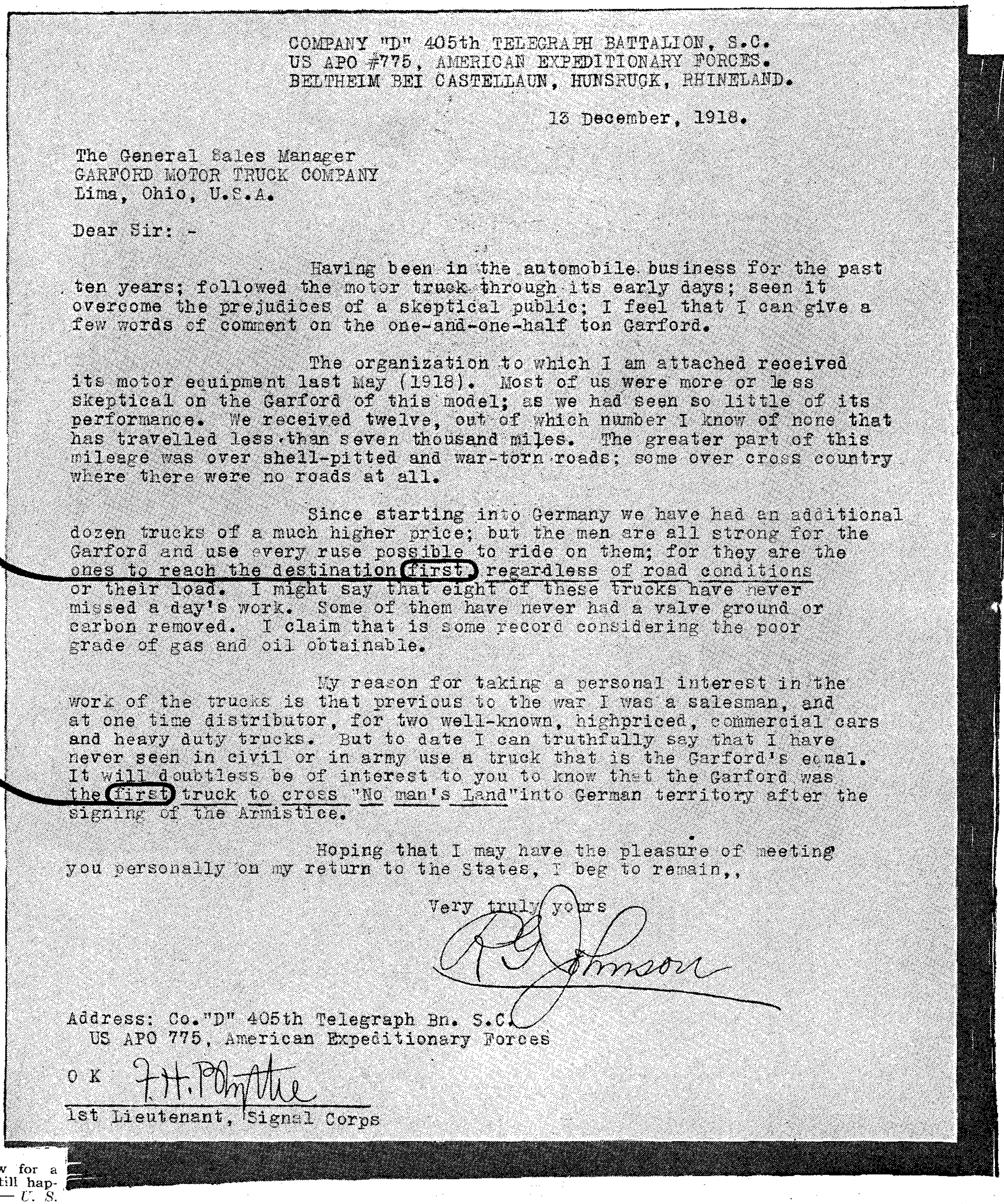
$2110 1½-Ton Truck, complete as illustrated above, with flare-board express body, which is convertible into a slatted express body and a covered, slatted express body.



Extra slatted panels and tarpaulin carrier added to the standard flare-board express body.

Garford
MOTOR TRUCKS
FOR EVERY PURPOSE

"first"



COMPANY "D" 405th TELEGRAPH BATTALION, S.C.
US APO #775, AMERICAN EXPEDITIONARY FORCES.
BELTHEIM BEI CASTELLAUN, HUNSRUCK, RHINELAND.

13 December, 1918.

The General Sales Manager
GARFORD MOTOR TRUCK COMPANY
Lima, Ohio, U.S.A.

Dear Sir: -

Having been in the automobile business for the past ten years; followed the motor truck through its early days; seen it overcome the prejudices of a skeptical public; I feel that I can give a few words of comment on the one-and-one-half ton Garford.

The organization to which I am attached received its motor equipment last May (1918). Most of us were more or less skeptical on the Garford of this model; as we had seen so little of its performance. We received twelve, out of which number I know of none that has travelled less than seven thousand miles. The greater part of this mileage was over shell-pitted and war-torn roads; some over cross country where there were no roads at all.

Since starting into Germany we have had an additional dozen trucks of a much higher price; but the men are all strong for the Garford and use every ruse possible to ride on them; for they are the ones to reach the destination first, regardless of road conditions or their load. I might say that eight of these trucks have never missed a day's work. Some of them have never had a valve ground or carbon removed. I claim that is some record considering the poor grade of gas and oil obtainable.

My reason for taking a personal interest in the work of the trucks is that previous to the war I was a salesman, and at one time distributor, for two well-known, highpriced, commercial cars and heavy duty trucks. But to date I can truthfully say that I have never seen in civil or in army use a truck that is the Garford's equal. It will doubtless be of interest to you to know that the Garford was the first truck to cross "No man's Land" into German territory after the signing of the Armistice.

Hoping that I may have the pleasure of meeting you personally on my return to the States, I beg to remain,,

Very truly yours

R G Johnson

Address: Co."D" 405th Telegraph Bn. S.C.
US APO 775, American Expeditionary Forces

O K F. H. Plmythe
1st Lieutenant, Signal Corps

Construct now for a greater and still happier America — *U. S. Department of Labor, Wm. B. Wilson, Sec'y.*

The Garford Motor Truck Company, Lima, Ohio
Motor Trucks of all Capacities
Distributors and Service Stations in all Principal Cities

says a dispatch from Coblenz, have put an end to the fraternization of Germans and Americans in the sector now guarded by the American Army.

Considerable artillery fighting is reported in the vicinity of police headquarters in Berlin. An attempt by the Spartacans to storm the headquarters on March 5 is said to have been repulsed.

The German Government has yielded to the demand of the Radicals that *Soviet* features be incorporated in the constitution now being framed, according to Berlin dispatches, but the Independent Socialists are demanding out-and-out *Soviet* rule or a proletariat dictatorship.

March 7.—All the important buildings in Berlin are now in the hands of Government troops, according to a Government wireless received in London. The number of dead and wounded in the recent riots is said to exceed 400.

The American Mission, which is in Berlin to look after the welfare of prisoners, entrenched itself in the Hotel Adlon behind a battery of machine guns during the attack of March 6, which resulted in the capture of the main telegraph office by Spartacan forces, says an Exchange Telegraph dispatch from Berlin. Members of the American Red-Cross Commission also were endangered by the shooting. The battle, the dispatch adds, was the worst Berlin has yet seen.

March 8.—German Government troops have suppress the armed revolt in Berlin, according to a dispatch from that city, via Basel, Switzerland, and are now assigned to the task of protecting workingmen who wish to return to their labors. Gas and airplanes were used in the attack on the strikers, according to the *German Gazette*, of Berlin.

The general strike in Berlin is called off, says a dispatch from that city. The Government has granted the major part of the political demands of the strikers.

March 9.—Field-Marshal von Hindenburg is planning to use volunteer units in a drive against the Bolsheviki with Libau as his base of operations, it is indicated by information which has reached American intelligence officers, says a dispatch from Coblenz.

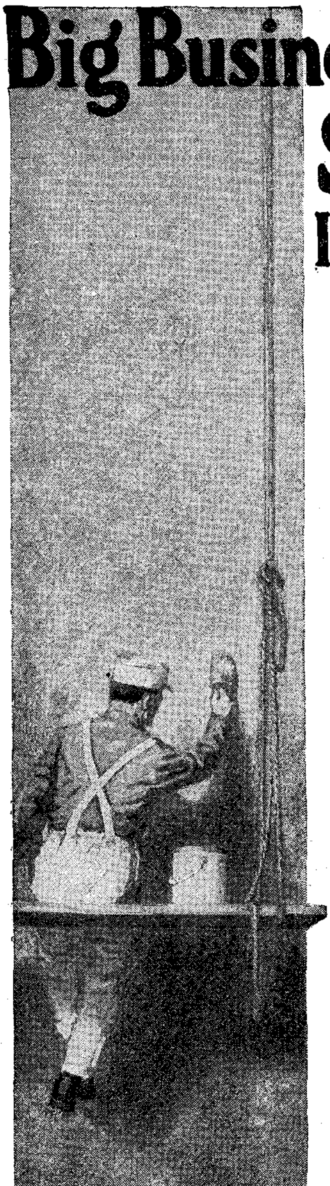
March 10.—Murders, fighting, and plundering continued throughout Sunday, March 9, in various parts of Berlin, says a dispatch from that city. Many Spartacides, made prisoners in the forenoon, were summarily executed in the afternoon, following Secretary of Military Affairs Noske's order that, "any person found fighting against the Government with arms in his hands will be shot immediately." Several hundred summary executions are reported from the Spartacan side. Total losses in the recent riots amount to $37,500,000, and the total casualties are estimated by the semiofficial Wolff Bureau at 1,000.

Work is resumed throughout the greater part of Berlin, says a report from London, following the arrival of President Ebert and Secretary Landsberg from Weimar.

March 11.—German troops have captured the towns of Laiden and Schrunden, northeast of Libau, according to reports received in Berlin. The Bolsheviki were driven back with heavy losses.

Fighting is still going on in Berlin with great fury, according to undated reports received in Copenhagen from the German capital. There is said to be special activity in the northern and northeastern sections of Berlin, where both men and women are fighting with "unexampled cruelty," and the government troops are said to be killing all prisoners who fall into their hands.

In the Berlin suburb of Lichtenberg government troops, greatly reenforced, have resumed the fighting, says a German wireless dispatch received in London.



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STONE-TEX
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Where large concrete, stucco, brick or masonry buildings of any kind must be coated—big business men are selecting STONE-TEX because it not only gives **greater efficiency** but is **more economical** in the long run.

STONE-TEX provides a **smooth, soft-toned, even finish,** impossible to attain with ordinary paints. It fills all hair cracks, covers spots and disfiguring streaks, and makes a marked improvement in the appearance of the building.

Moreover, STONE-TEX **dampproofs** the building. Ordinary paints, being intended for wood, offer little resistance to moisture, when used on masonry. STONE-TEX, however, a high-grade liquid cement coating made specifically for masonry, fills the pores with a preparation hard as flint and moisture-proof.

Because of this resistance to dampness and weather elements, STONE-TEX retains its beauty and efficiency for years, far outlasting ordinary paint. Keeps the building dry and sanitary. Suitable for new or old walls and furnished in a variety of pleasing colors. Applied with a brush. Will not chip, flake or peel off.

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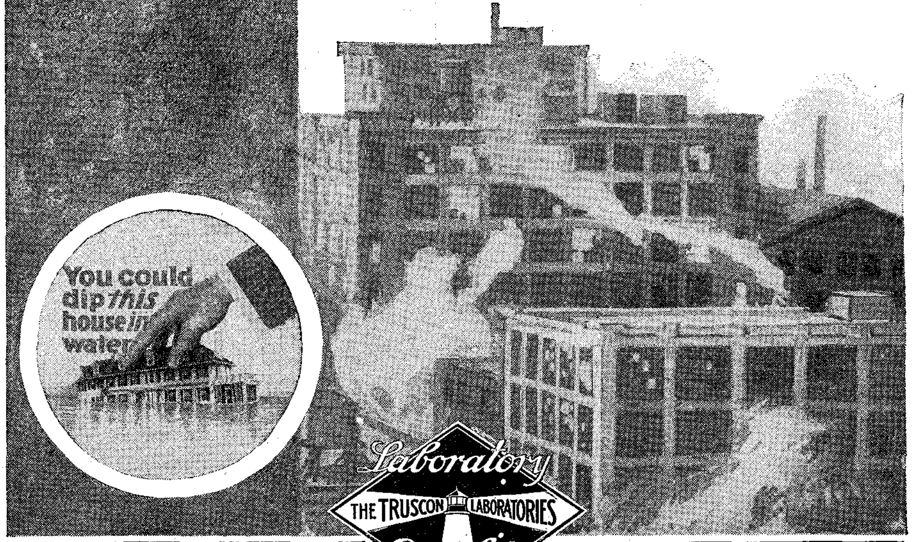
136 Trus-Con Bldg. **Detroit, Mich.**



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"Just sweep it on with a broom"

Insure your cement floors against deterioration—indefinitely postpone their relaying—by giving them the simple, easy, inexpensive AGATEX treatment. Agatized cement floors are hard, durable, wear-resisting, and will not "dust" or crumble. Impervious to oils and grease—easy to keep clean.

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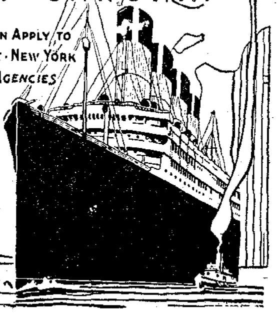

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In the Bremen city elections for the State Assembly, the Majority Socialists lead with approximately 48,000, the Independent Socialists have received 24,000, and the Spartacans 10,000, say reports received in Amsterdam.

It is reported from Basel that the former German Emperor has complained against the climate in Holland and requested the German Armistice Commission to secure from the Allies permission for him to go to a warmer climate, like the Riviera or Egypt, for his health.

AFFAIRS IN RUSSIA AND POLAND

March 5.—The National Council of Women of France and the Union of Russian Women in Switzerland petition Premier Clemenceau, as President of the Peace Conference, to interfere in the socialization by the Bolsheviki of all women between the ages of eighteen and twenty-five years.

The *Soviet* Government of Russia hopes to arrange a large loan in America according to Petrograd advices received in Stockholm, and is prepared to offer in exchange important mining and railroad concessions.

Bolshevik forces launched an artillery-attack, after artillery-preparation, on March 3, against the Allied positions on the banks of the Vaga River, says a dispatch from Archangel. They were repulsed with considerable loss.

March 7.—German troops on the Baltic coast have severely defeated the Bolsheviki and have recaptured Riga, according to a report received by the London *Daily Telegraph*.

Bolshevik artillery continues its activity on the Vaga and Dvina fronts, says a report from Archangel. Headquarters' reports indicate that the Bolshevik forces on the Vaga front comprise about 4,000 men, with considerable artillery.

During the months of December and January nearly 100,000 persons in the city of Petrograd died from hunger and as the result of epidemics, according to official statements as reported by Swiss refugees arriving in Bern.

Fighting is still going on around Lemberg, between the Poles and the Ukrainians, say dispatches from that city. A renewed bombardment of the city by the Ukrainians is said to have resulted in considerable loss of life and damage to public buildings and works of art.

The American Ambassador to Russia, David R. Francis, testifying before the Overman Investigating Committee at Washington, declares Russia is ruled from Berlin and that no peace is possible while Bolshevism is in power.

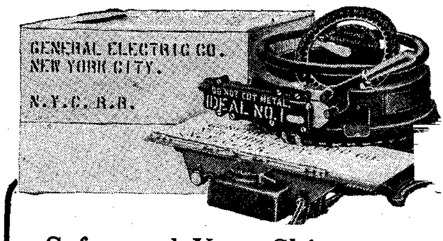
Col. Raymond Robins, formerly head of the Red Cross in Russia, characterizes portions of Ambassador Francis's testimony as false and misleading, says a dispatch from Chicago, and asks to be heard in reference to the *Soviet* Government of Russia.

March 9.—Kadish, which has changed hands six or seven times, has been recaptured by the Bolsheviki from the Americans, says a delayed dispatch from Archangel. Renewed bombardments are reported along the Dvina front.

Premier Paderewski of Poland arrives in Posen to explain to the Inter-Allied Mission the critical condition of the Poles on the Lemberg front. He asked for immediate aid in materials and munitions, says a dispatch from Posen.

March 10.—Typhus is adding to the horrors of hunger and disorder in Moscow, which the population has christened "The Graveyard," says a British business man recently returned from that city, according to a report from Paris.

March 11.—Allied forces holding Vistavka on the Vaga have been attacked by



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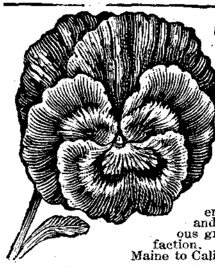

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And sprinkle in the Foot-Bath. It takes the sting out of corns and bunions, the friction from the shoe and gives rest and comfort to tired, aching, swollen feet.

The Plattsburg Camp Manual advises all men in training to shake Foot=Ease in their shoes every morning.

Nothing relieves the pain of tight or new shoes so quickly or thoroughly.

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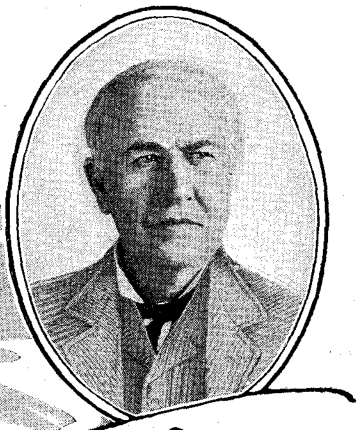

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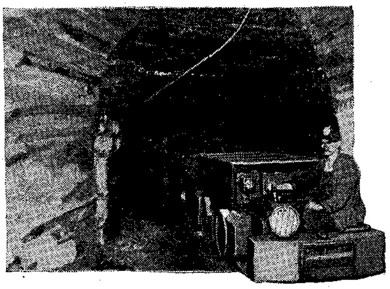

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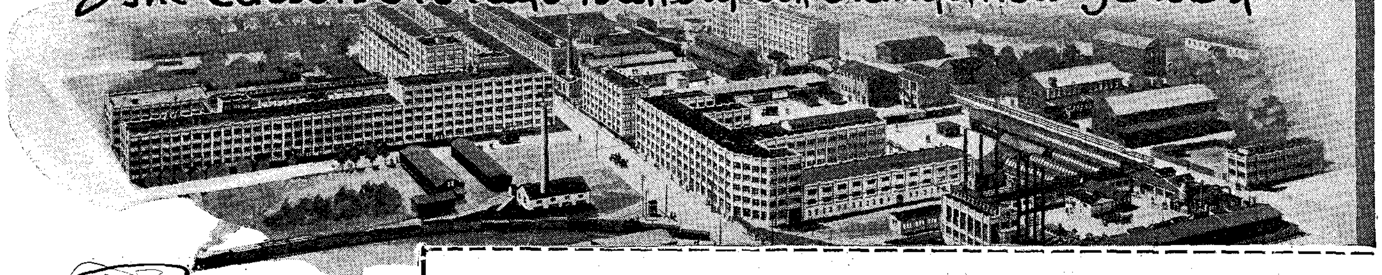

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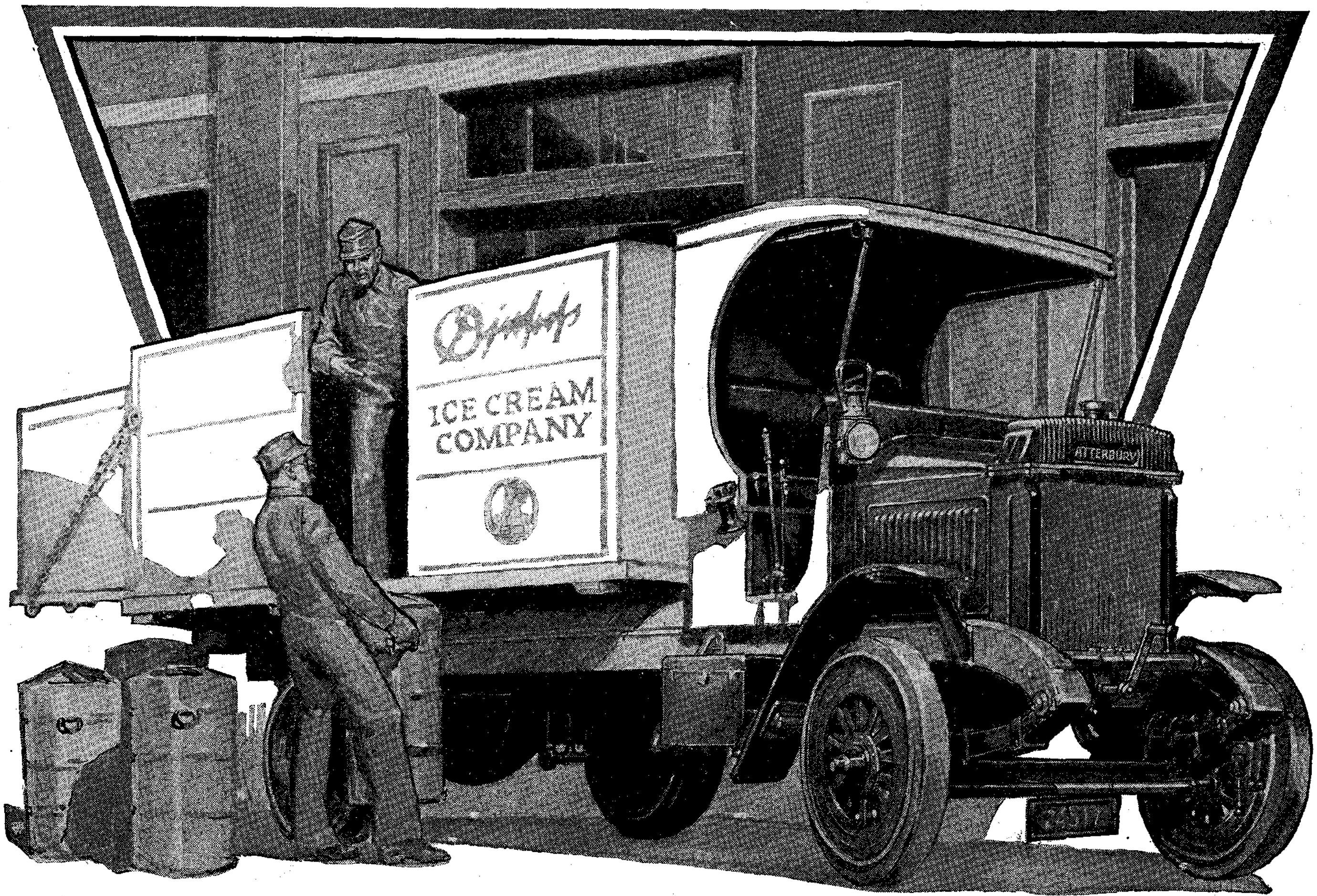

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It is this same conscientious forethought in every detail of Atterbury construction that insures owners against trouble, no matter how unusual or hard the usage it receives.

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BUFFALO, N. Y.

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MOTOR TRUCKS OF MAXIMUM SERVICE

Bolsheviki with infantry and heavy artillery-fire, says a dispatch from Archangel. The Allied troops, greatly outnumbered, are said to be still in occupation of the ruins.

Moscow and Petrograd are reported to be without fuel of any kind, in advices received by the State Department, says a dispatch from Washington. The deaths in Petrograd are estimated at 4,000 daily, chiefly from typhoid and smallpox. Chinese soldiers are said to have been arrested in Moscow for selling human flesh for food to the famine-stricken population.

FOREIGN

rch 5.—The British Government has decided to release all Irish political prisoners, says the London *Daily Mail*. In order to prevent public demonstrations the prisoners will be returned to Ireland in small parties.

s the result of representations by American officials, the British Government has consented to the removal of all censorship on business, commercial, and other messages, says a report from Paris.

ll Canada has been stirred by charges made in the House of Commons by Sir Sam Hughes, former Minister of Militia, that officers commanding the Dominion's forces in France needlessly sacrificed the lives of their men in order to advance themselves, says a dispatch from Toronto.

he police of Paris have arrested two sergeants of the American Army, says a report from that city, charged with complicity in a plot to steal and dispose of American army stores.

rch 7.—According to a statement issued by Canadian Military Headquarters in New York, from eight to twenty-seven men were killed in the Canadian Army riots near Abergele, Wales. Discontent over delay in sailing for home is said to have caused the outbreak.

ws are being massacred in large numbers in eastern Galicia and the Ukraine, according to the Jewish Press Bureau in Stockholm. Reports received from the *Yiddische Morgenpost*, of Vienna, state that 400 families have been wiped out at Proskurov, in the Ukraine, east of Lemberg.

bill has been introduced in the House of Commons, reports London, providing for compulsory service for the British Army of occupation in Germany. The Army, according to the bill, would be composed of 900,000 men.

rch 9.—Korea declared its independence of Japan at one o'clock on the afternoon of Saturday, March 1, according to a telegram received by the Korean National Association of San Francisco from Shanghai. The message added that recognition of the independence of the Korean Government would be urged at the Paris Peace Conference.

ollowing an attempt to arrest a party of American sailors who were "shooting craps" near the Eagle Hut of the Y. M. C. A. in London, London police were attacked by United States and Canadian soldiers, says a dispatch from London. Several members of the American Military Police, on endeavoring to take control of the rioters, were severely beaten by British policemen.

rch 10.—Practically all American soldiers and sailors have been withdrawn from the London district as a sequel to the riot of March 9, says a dispatch from London. A combined American Naval and Military Board is conducting an inquiry into the case.

tunnel under the English Channel is being considered by the British Government, Andrew Bonar Law, the government spokesman, announces in the House of Commons, partly as a measure for giving employment to discharged soldiers.

Wellington

Quick Relief!

When you see red, and your teeth come together with a click, and you could break a chair or something—don't do it! Grab your pipe, jam it full of good tobacco and light it *right away*. A few minutes later you'll be glad you did so.

But in that few minutes you want a pipe that won't talk back. You want a

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THE UNIVERSAL PIPE

The W. D. C. triangle trade-mark has been the sign of supreme pipe value for more than 50 years. It is not only on every Wellington, but also on other pipes that we make of every style, size and grade. Price for price, grade for grade, there is no better pipe made than a W. D. C.

A Wellington never sputters or gurgles or hands you anything you're not looking for. The well keeps all moisture and loose tobacco to itself. The big, satisfying draughts of clean, cool, sweet smoke flow up, away from your tongue, through the top opening in the bit.

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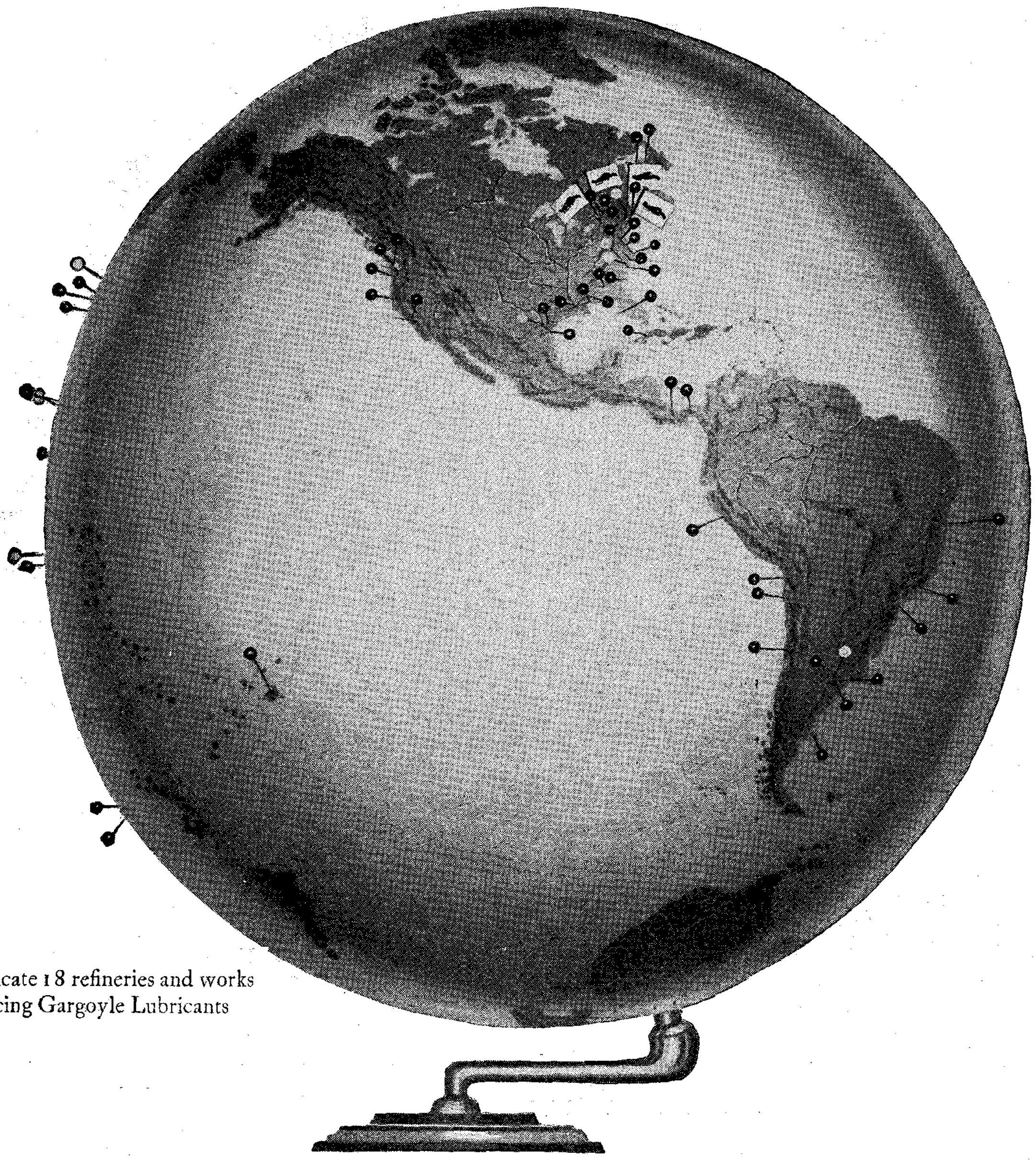
WM. DEMUTH & CO., NEW YORK
WORLD'S LARGEST PIPE MANUFACTURERS



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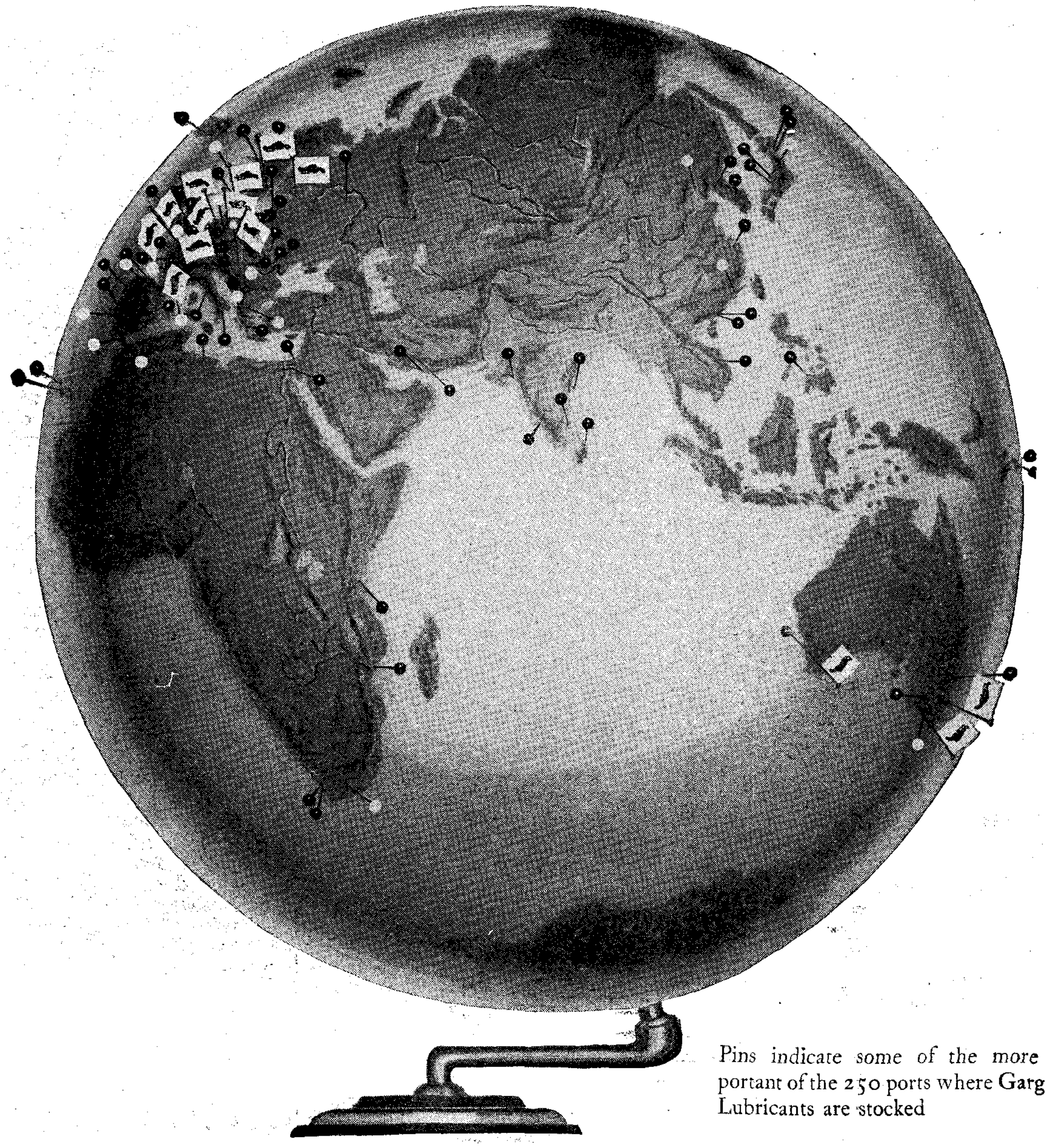

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Lubrication as developed by the Vacuum Oil Company became a science which has opened the way to a new mechanical efficiency for the age ahead.

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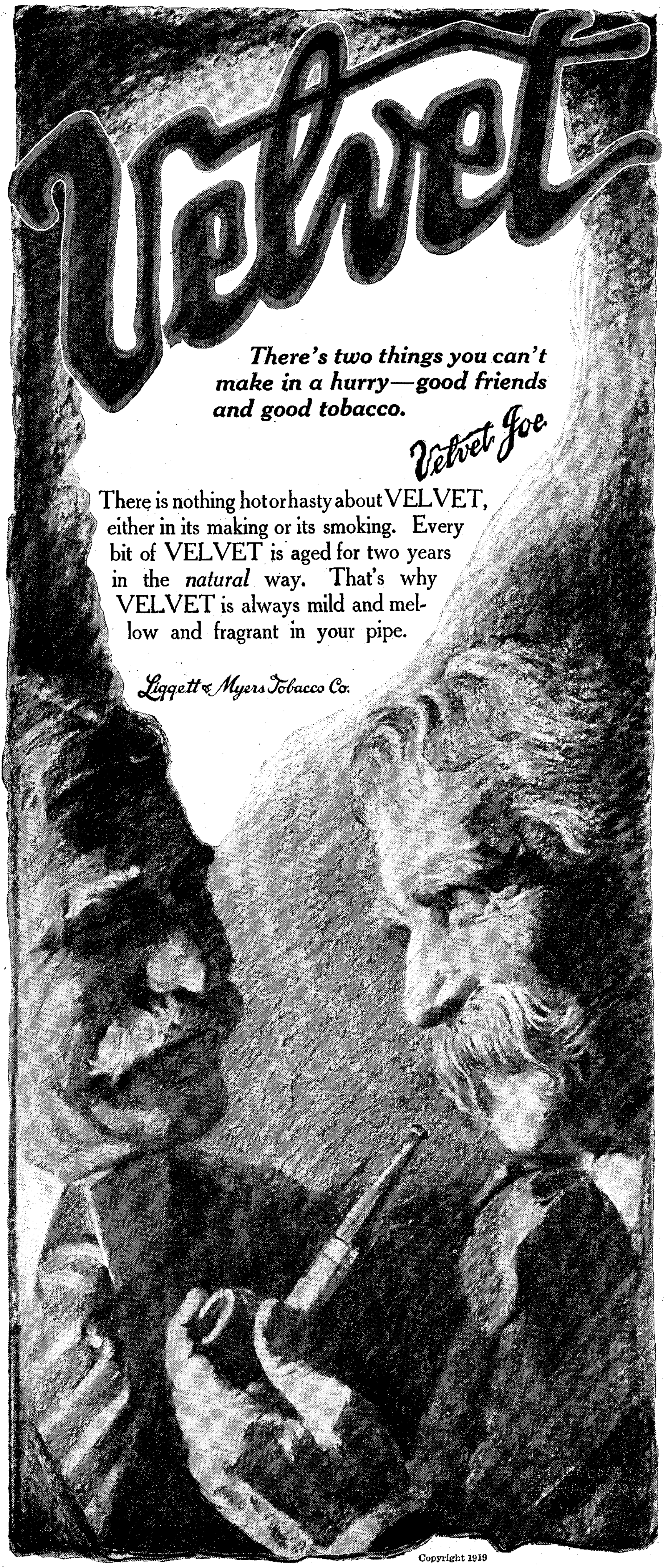
Lubricants

A grade for each type of service

VACUUM OIL COMPANY *Specialists in the manufacture of high-grade lubricants for every class of machinery. Obtainable everywhere in the world* **NEW YORK, U.S.A.**



Velvet
There's two things you can't make in a hurry—good friends and good tobacco.
Velvet Joe

There is nothing hot or hasty about VELVET, either in its making or its smoking. Every bit of VELVET is aged for two years in the *natural* way. That's why VELVET is always mild and mellow and fragrant in your pipe.

Liggett & Myers Tobacco Co.

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DOMESTIC

March 7.—The Marine Workers' Affiliatio and the Railroad Administration, b an agreement on wages and workin conditions, release 40 per cent. of th men who have been on strike on ferrie and other railroad boats in New Yor Harbor. Six of the independent boat owners also signed the scale, whic grants the eight-hour day with graduated wage increase.

All danger of a railroad financial catas trophe, which threatened to develo by reason of the failure of Congress t provide funds, has been averted, it i announced in New York, as the resul of a plan by which Wall Street will ai in financing the roads.

March 8.—Retention within the Army o about 200,000 men obtained originall through the drafts and by transfer fron the National Guard, is planned by th War Department in building up th temporary military establishment of th nation, according to an announcemen by General March, Chief of Staff.

The New York Harbor strike, "instea of being near the end, is hardly begun, according to a declaration of the strik ers' committee. The agreement with th railroads has not been accepted by th workers, and only ferries are running.

Early return of the railroads to opera tion by the companies which own then and the passage of legislation to enabl private ownership to be successful, a advocated by Howard Elliott, presi sent of the Northern Pacific Railroa in an address delivered in Chicago.

The railroad shop-workers, says a di patch from Washington, have pr sented demands to the United Stat Railway Administration for a furth raise of twenty-five per cent., effectiv from January 1, 1919.

March 10.—Following demonstrations the unemployed in Buffalo, N. Y 15,000 State Guard are ordered to b in readiness for immediate duty ther says a dispatch from Albany. Pr vention by the Buffalo police of a grea demonstration arranged by the u employed added to the tension, sa reports from that city.

The radicals of the United States hav united under the banner of Bolshevisn according to a memorandum tran mitted by Postmaster-General Burl son to the Overman Investigatin Committee, and are planning to ove throw the Government of the Unite States by a bloody revolution.

Conviction under the Espionage Act Eugene V. Debs, the Socialist leade is sustained by the Supreme Court a unanimous opinion. He was se tenced by the lower court to ten year imprisonment.

The International Harvester Co., Chicago, announces that its 30,0 employees will take a secret ballot March 12 on the question of adoptin an "industrial council" plan giving t workers equal voice with the manag ment in shaping company policies pe taining to working conditions and wage

March 11.—The situation at Buffal where disturbances in connection wi unemployment resulted in milita threats, is reported to continue cri ical. Renewed applications for permit to hold a parade of the u employed have been refused.

Riots by unemployed threaten the who State unless measures are taken to fi work for discharged soldiers and wa workers, says Dr. George W. Kirchwe Federal Director of the United Stat Employment Service, in a stateme given out in New York City.

The New York Harbor strike results in tie-up of transatlantic shipping, i cluding liners engaged in the transport tion of troops and passengers. Go ernment intervention is under discu sion, says a report from Washington.

THE FRANKLIN CAR

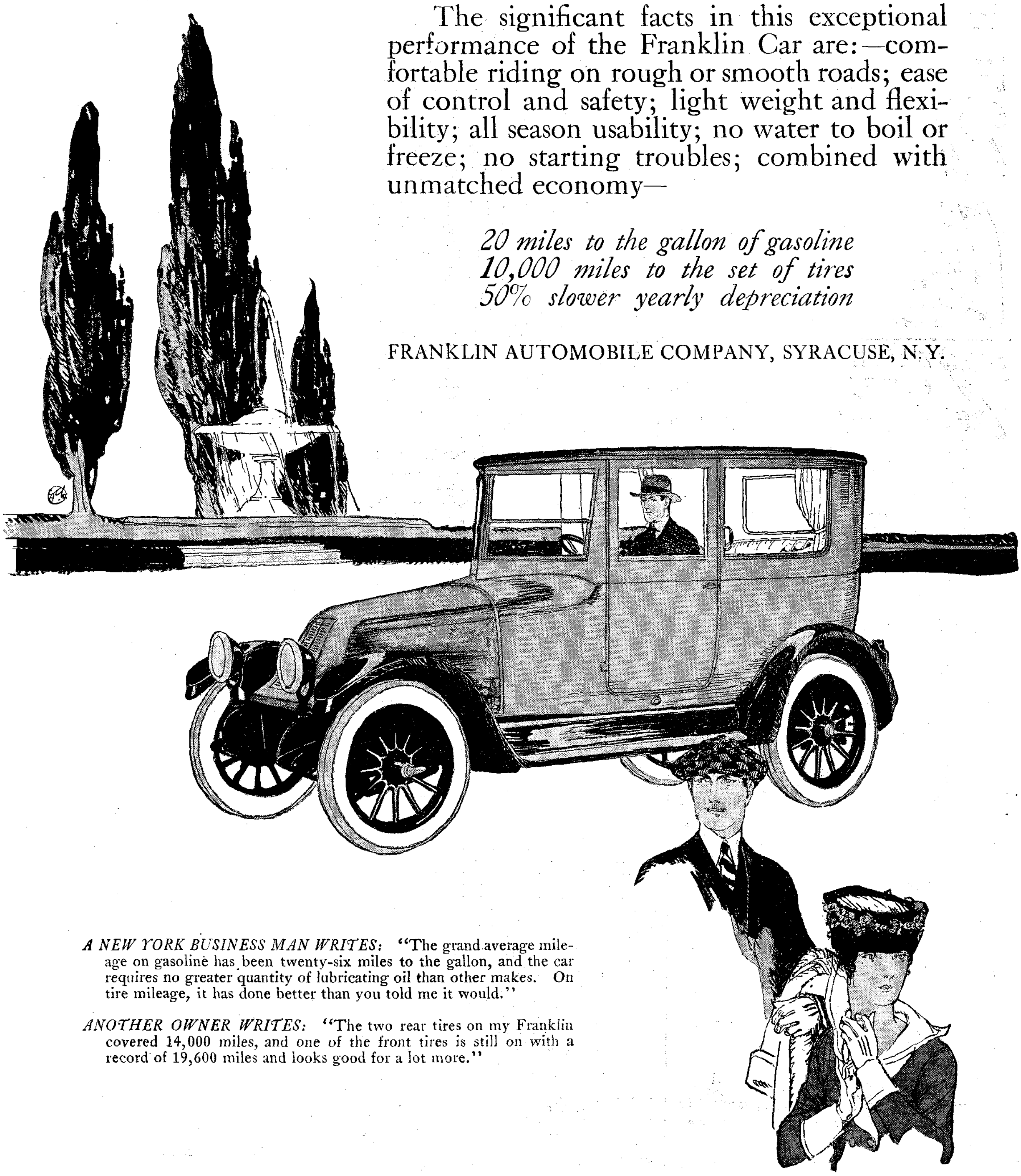
THE exceptional performance of the Franklin Car makes its market the fastest growing and most permanent in the fine car field.

Motorists are today investigating performance and what makes it possible. They are discovering why the Franklin Car delivers the motoring satisfaction they have been seeking, while a change of make in the past has only exchanged familiar troubles.

The significant facts in this exceptional performance of the Franklin Car are:—comfortable riding on rough or smooth roads; ease of control and safety; light weight and flexibility; all season usability; no water to boil or freeze; no starting troubles; combined with unmatched economy—

20 miles to the gallon of gasoline
10,000 miles to the set of tires
50% slower yearly depreciation

FRANKLIN AUTOMOBILE COMPANY, SYRACUSE, N. Y.



A NEW YORK BUSINESS MAN WRITES: "The grand average mileage on gasoline has been twenty-six miles to the gallon, and the car requires no greater quantity of lubricating oil than other makes. On tire mileage, it has done better than you told me it would."

ANOTHER OWNER WRITES: "The two rear tires on my Franklin covered 14,000 miles, and one of the front tires is still on with a record of 19,600 miles and looks good for a lot more."

Attractive, Available Legitimate Investments

Why should you buy worthless stocks from sharpers when you can buy time-tested, standard securities in the legitimate market?

Baby Bonds bring investment within the reach of all.

Some of the best yield from 5½% to 7%.

Send for list of Baby Bond offerings.

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SPECIALISTS IN
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7% FIRST FARM MORTGAGES

On Improved Farms In Best Oklahoma Farming Districts

All loans placed conservatively, only by expert appraisers, in very best farming sections of Oklahoma.

Not one cent of loss to investors on more than $3,000,000 in loans placed.

Mortgages in amounts to suit you, for terms of varying length. They **net** you 7% and the security is absolutely choice with land values constantly increasing. Full information on request.

AURELIUS SWANSON CO., Inc.
Assets over $400,000.00
1331 State Nat'l Bank Bldg., Oklahoma City, Okla.

7% First Lien Mortgage GOLD BONDS

secured by 24 Apartment Brick Structure, located in ATLANTA, GEORGIA.

Lawrence Apartments

Three (3) year earnings, $28,632.00. This bond issue, $36,500.00. Interest payable to Trustees, monthly. Annual payment paid Trustees, monthly. Free from Federal Income Tax up to 4%.

Ask for booklet "MILLER SERVICE, how this insures and protects the bond-buyer's investment interests," and descriptive "Circular 159."

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7% City, 6%-Farm—First Mortgages. Our own money invested in all mortgages offered investors. Our farm mortgages are made only on Central Texas, black waxy, hog-wallow lands. Not more than 50% of value loaned—usually less. Twenty years in business. Write for booklet, "Safe Investments."

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Field Officer U.S. Army—12 years Cavalry and Staff—business experience—wide social connections—45—bachelor—will take over management of large Preparatory School, military or not, as Superintendent or Resident Trustee. Academic side to be sub-directed by Head Master or Principal. Policy to be progressive, based on thorough studied knowledge of the American boy. Address
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After ten years test by thousands of car users, Brictson Pneumatic Tires have solved pneumatic tire problem. Easy riding, absolutely proof against punctures, blowouts, ruts, rim cut, skidding, oil, gasoline. In short trouble proof. Written 10,000 mile guarantee. Some go 15 to 20,000.

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Make us prove it. Don't pay if not satisfied. Write to-day for details of most liberal, convincing "Free Trial" plan ever offered. Sent with illustrated, descriptive book

The Brictson Mfg. Co. Dept. 59-39
1015 W. O. W. Bldg., Omaha, Nebr.

INVESTMENTS - AND - FINANCE

A YEAR OF FEWEST FAILURES—WHY DO MEN FAIL?

LAST year only 9,331 failures were reported to *Bradstreet's Journal*, as against 13,029 in 1917, 16,496 in 1916, 19,035 in 1915, and 16,769 in 1914. In other words, failures in 1918 were 28 per cent. below those of 1917, which in turn fell 21 per cent. below those of 1916, the latter in turn falling 13 per cent. below those of the record calendar year 1915. The net decline from 1915 to 1918 was fully 50 per cent. From the hitherto low-record year of the past thirty-five, 1906, there was a decline of half of 1 per cent., despite the fact that there were 423,000 more people engaged in business in 1918.

Bradstreet's notes that notwithstanding the slowing down in business that followed fast upon the signing of the armistice and the interruption to trade at many centers by the influenza, "so great was the momentum in business and so profitable had been the previous months' trade that the lowest monthly totals of casualties ever recorded were reached in the closing quarter of the year." Liabilities did not shrink so greatly as did failures, but the year's total, $137,907,644, was 17 per cent. below that of 1917 and about 40 per cent. of the 1914 total, while smaller than in any previous year back to 1906. From these figures *Bradstreet's* notes again that business life "was comparatively safe in 1918—safer, indeed, than in any previous year for which there are records." A fact often lost sight of is that failures always represent a small percentage of the number of men in business. The business death-rate in 1918 was only about half of 1 per cent. What is more remarkable is that the rate "never exceeded 1½ per cent., even in the worst year since *Bradstreet's* first compiled these statistics." The ancient tradition that the larger number of those entering business life are doomed to ultimate failure "lacks a well-founded statistical basis." The *Bradstreet's* writer says further:

"The most destructive period in the country's history as regards failures was the first full year of the Great War—August, 1914, to July, 1915, inclusive—when 19,948 failures occurred. In the year ending with July, 1918, the fourth full year of the war, the number of failures was 10,993, a decrease of 81 per cent. from the opening year of the war. In the same period liabilities were $147,188,112, a decrease of 57 per cent. Following are the figures for the last year of peace and the four full years of war:

Year ending July	*Number*	*Liabilities*
1914	15,324	$332,400,000
1915	19,948	344,000,000
1916	17,020	195,800,000
1917	14,560	172,791,850
1918	10,993	147,188,110

"Large commercial and manufacturing failures in 1918 numbered 191, as against 213 in 1917, 207 in 1916, and 303 in 1915, and liabilities of these were $56,706,000, as against $54,000,000 in 1917 and 1918 and $103,000,000 in 1915. Bank suspensions in 1918 totaled 27, as against 29 in 1917, 41 in 1916, 85 in 1915, and 130 in 1914, and liabilities of these in 1918 were $10,662,237, as against $18,620,134 in 1917, $5,980,798 in 1916, $33,412,739 in 1915, and $47,636,647 in 1914.

"The list of large failures, other than banking suspensions, shows that the building and allied trades were hit hard by the events of the year. Thus some twenty-one
builders and contractors suspended wi
liabilities of $6,850,000, and fourte
lumber, brick, and other building-mater
manufacturers and dealers stopt own
$2,900,000. Automobile and truck co
cerns also felt it a year of strain, so
eighteen concerns closing down, ow
$6,200,000. Nine hotels with liabilities
$4,782,000 and six department-stores fail
owing $2,610,000.

"Failure returns for 1918 reflected u
precedented prosperity of a vast prop
tion of the country's inhabitants, d
mainly to the stimulus of a highly succe
ful war conducted at a distance, so that f
unfavorable effects were to be seen or fe
The results were total business casualt
below anything witnessed for a third of
century, liabilities that compared fav
ably with any but the best of years, an u
precedentedly small number of bank
casualties, and a smaller proportion
failures to those engaged in business th
ever before recorded. It might be add
that there also occurred, what was o
once before noted, and then, by the wa
in a very unfavorable year, an act
decrease in the number in business.
other words, there was added to exc
tionally favorable business conditio
abundant cash demand, and closely c
tailed credit, a falling off in the num
of traders among whom was to be divid
a volume of demand, in money value
least, never before equaled.

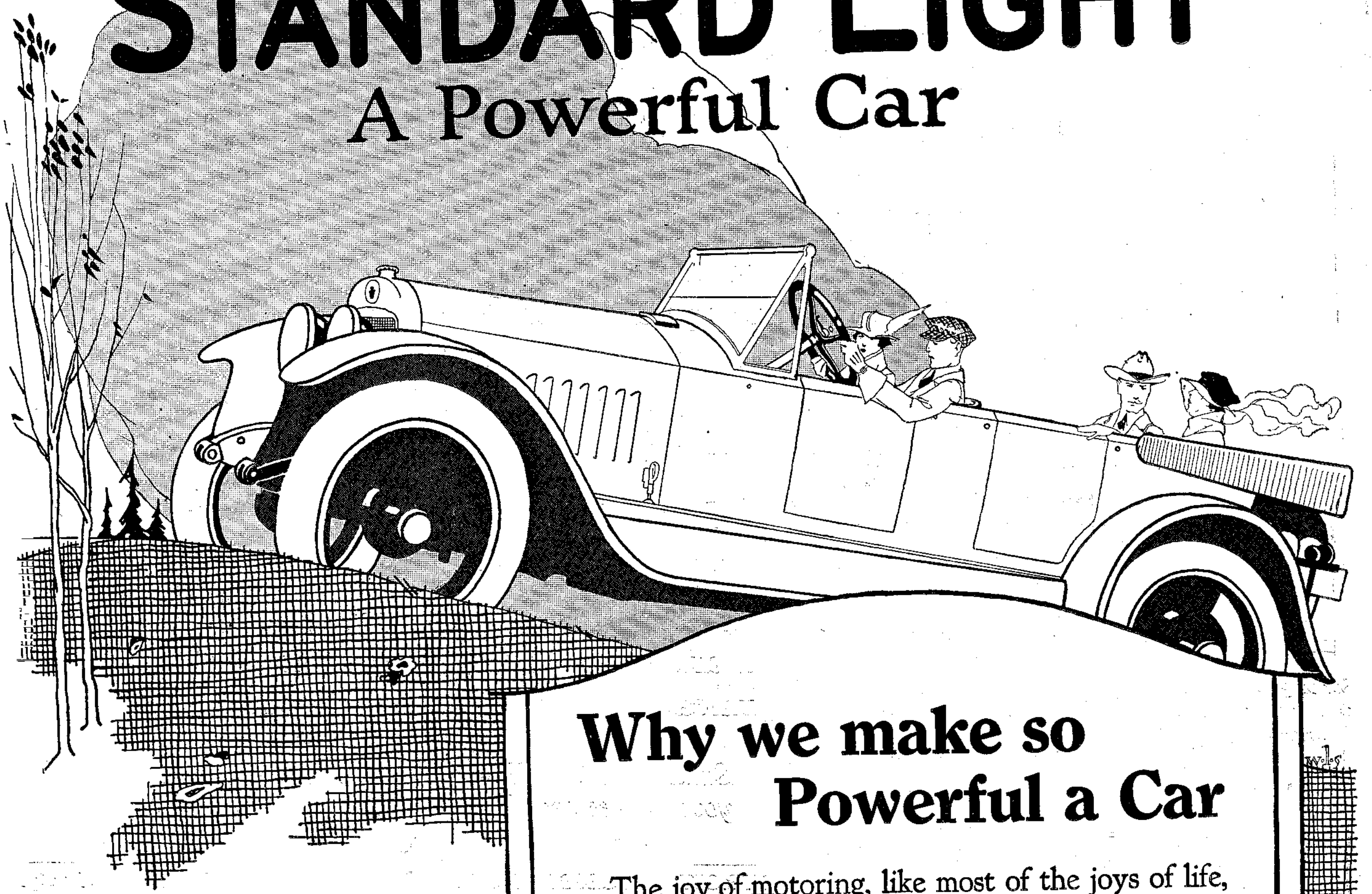
"There were some unfavorable featu
met with in the year, notably extremes
cold and heat in winter and summer
severe drought causing partial failures
corn and cotton, an unprecedentedly fa
epidemic, government interdiction endi
in partial paralysis of a number of i
portant industries, notably building, bre
ing, distilling, and automobile ma
facturing, and accompanying restricti
of all but most essential operations
other lines. On the other hand, there w
first and foremost a hot-house stimulati
of all lines aiding in war-operations, i
mense demands from government sour
for all kinds of materials and produ
that could be used in war, active emplo
ment at high wages for all who could wo
with their hands, and a vastly enlarg
purchasing power of the mass of the peop
all of these reflected in a level of pri
never before witnessed, which gave abu
dant opportunity for large margins
profits. Hence it was that, to a grea
extent than was noticed even in the p
ceding very favorable year 1917, buy
sought sellers, cash sales were grea
than ever before, and credits were c
tailed as sellers' fancies dictated."

It is noted in the same article that "m
than ever before the statistics showed th
the personal element was the mainspri
of business success or failure." One co
almost assert that "only those failed w
lacked the bare essentials of good bu
ness equipment or judgment." On t
point the writer says in detail:

"Business success or failure is larg
personal—in other words, that the
dividual himself is largely responsible
failure to succeed in business—there
been no higher percentage of perso
liability established than in the y
recently closed. In that year 86 per ce
of the failures were classed as due to
individual, and only 14 per cent. w
charged to extraneous causes. In 19
85 per cent. of all failures were charged
the individual and only 15 per cent.
outside causes; in 1916 the proportions w
81.5 per cent. personal and 18.5 per ce
non-personal, and in 1915 the proporti
were 74.4 and 25.6 per cent., respective
Never before 1917 in the quarter cent

STANDARD EIGHT

A Powerful Car



The car in the illustration is the **New Four Passenger Sport Model.**

Note winged wind-shield and improved ventilator.

Why we make so Powerful a Car

The joy of motoring, like most of the joys of life, comes from the use of power.

To be conscious that there is no hill you need to avoid, no motor-way where your car cannot, without effort, hold your place on the road, is to realize the top joy of automobiling. Some say that this happiness which lies in the sense of Power is just plain vanity. Call it whatever you will, every car owner likes the sensation which comes from the control of Power.

The eighty-three horse-power of the Standard Eight levels hills.

A Powerful Car Made by a Powerful Company
Unrestricted Production

The Standard Eight is made by the Standard Steel Car Company of Pittsburg—one of the largest industrial plants in the world.

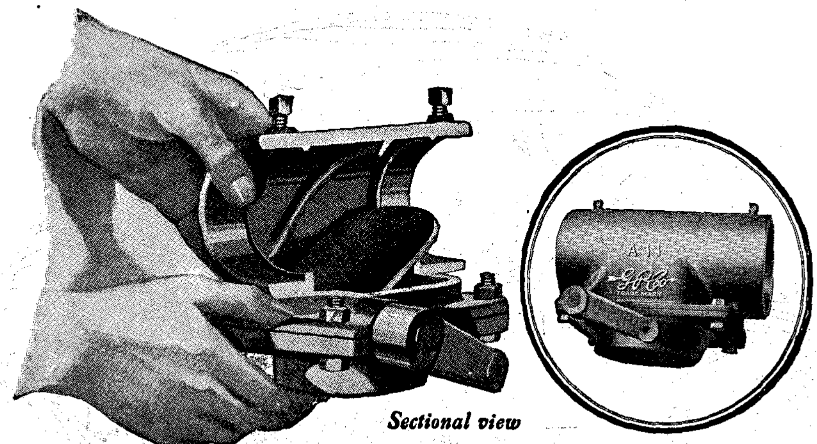
The production of Standard Eight cars from now on will be unrestricted. New territories will be opened—dealers will receive quotas of cars that will take care of their needs and deliveries will be made promptly.

The immense company behind this car is a guarantee of a sound permanent business for responsible dealers.

Dealers are invited to write for the particulars of our agreements and terms.

STANDARD STEEL CAR COMPANY
Pittsburg, Pa.

STANDARD STEEL CAR CO. PITTSBURG, PA.
STANDARD



Is your motor cheating?

How to know your motor's secrets

CAN you tell when you are wasting power? How do you know all your cylinders are doing their full work? You may be wasting power and not know it. That means wasting gas and money.

There is only one efficient way to tell just how healthy your motor is. Put a G-Piel Cut-Out on your car. It will tell your motor's secrets.

Then you can detect the quality of every explosion—you can be sure every cylinder is doing its full work.

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"Tells the motor's secrets"

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are absolutely perfect in every detail. Ready to erect—every part cut to exactness. Nothing for your carpenter to do but put the parts together. All waste of time and material eliminated. This means a tremendous saving to every home builder.

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of *Bradstreet's* experience in this sort
statistical work was the percentage due
the individual himself as high as 85
cent., the nearest approach to this bei
82 per cent. reached in 1910 and 8
per cent. reached in 1890. To fully und
stand the above statements, it will be a
visable to examine *Bradstreet's* groupin
of the causes of failure proceeding from
inherent in the individual as compar
with those outside of his control.

A.—Due to faults of those failing:

Incompetence (irrespective of other causes).
Inexperience (without other incompetence).
Lack of capital.
Unwise credits.
Speculation (outside regular business).
Neglect of business (due to doubtful habits).
Personal extravagance.
Fraudulent disposition of property.

B.—Not due to faults of those failing:

Specific conditions (disaster, war, floods, etc.).
Failures of others (of apparently solvent debtors).
Competition.

Bradstreet's definition of a businc
failure is that it "must involve some lo
to creditors of individuals, firms, or co
porations engaged in ordinary commerc
operations." Under this classificatio
failures of professional men, such
physicians, lawyers, and actors, as w
as stockbrokers and real-estate deale
also old bankruptcies passing through t
United States courts, have no plac
since these generally are dissociated fro
the recognized commercial life of t
country. Failures to succeed, witho
loss to creditors, are, therefore not e
braced in the data. *Bradstreet's* statist
do, however include "all suspensions
banks and other strictly financial instit
tions, even if these suspensions prove on
temporary." From 1890 until 1912 la
of capital was the leading cause of failu
In 1912 incompetence forged to the fro
and altho passed in turn by lack of capit
in 1913 and 1914, incompetence in 19
again took and has since held first plac
with 36.5 per cent. of all failures credited
it in 1918, as against 33.2 per cent. due
lack of capital. These two causes, wi
the addition of inexperience, which
another form of incompetence in 1918 a
counted for 76.4 per cent. of all failures,
against 74.2 per cent. in 1917, 69.5 p
cent. in 1916, and 62.8 per cent. in 191
Speculation as a cause of failure has bee
at a low ebb for four years, and the sam
is true of unwise credits, neglect, an
extravagance. All of these personal caus
combined totaled 86 per cent. of the fa
ures. The writer adds:

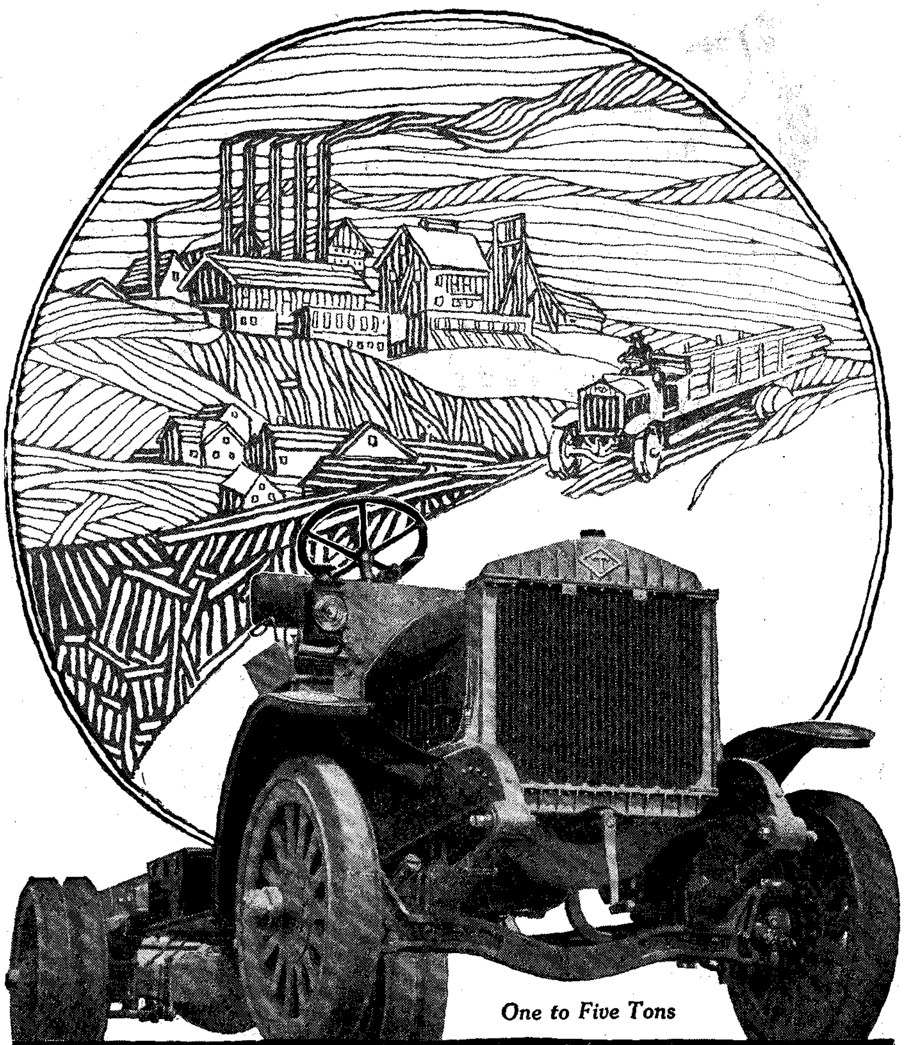
"While 86 per cent. of all failures we
chargeable to personal causes, only 76
per cent. of liabilities were so credited
1918, as against 77.8 per cent. in 191
and 73.6 per cent. in 1916. Lack of ca
ital was the most prolific source
liabilities, the proportion in 1918 bei
30.8 per cent., as against 32.7 per cent.
1917 and 31.9 per cent. in 1916. T
1917 proportion, it might be noted, w
one of the largest in years. Next in in
portance to lack of capital was incon
petence, 26.9 per cent., which compare
with 25.3 per cent. in 1917 and 21.8 p
cent. in 1916. Fraud, the third most in
portant personal cause, accounted for 9
per cent. in 1918, 9.9 per cent. in 1917, an
7.4 per cent. in 1916. Inexperience, a
other form of incompetence, accounted f
4.7 per cent. in 1918, 5.2 per cent. in 191
and 4.4 per cent. in 1916. The two caus
of incompetence and inexperience con
bined accounted for 31.6 per cent. of a
liabilities in 1918, against 30.5 per cent.
1917. The other personal causes n
above mentioned, unwise credits, specul
tion, neglect, and extravagance accounte
for only 4.5 per cent. of all liabilities
1918 and 4.7 per cent. in 1917. Of t

on-personal causes of liabilities, specific onditions were the most hurtful, producig 19.8 per cent. in 1918, as against only 4 2 per cent. in 1917, but 19.3 per cent. i 1916. Failures of others and competiion accounted for only 4.1 per cent. of the 918 liabilities, against 8 per cent. in 1917. s regards competition, the proportion f failures and liabilities due thereto were ot materially different, being respectively .2 and eight-tenths of 1 per cent.

"Nineteen-eighteen was apparently the est year in nearly two decades for the man ith small capital. Of 10,146 failing in the Jnited States and Canada in that year ,078, or 89.5 per cent., had not to exceed 5,000, and a large number of these unoubtedly had less than this old-time ninimum requirement. Not since 1897 as there a smaller percentage so provided, he proportion in 1917 being 94.1 per cent., n 1916, 95 per cent., and in 1915, 93.5 er cent. The 1916 percentage, it might be oted, was the highest thus far recorded. 'raders in the next higher classification, ver $5,000 and less than $20,000, however, uffered more than in any year back to 897, the proportion in 1918 being 7.4 per ent., against only 4.3 per cent. in 1917, .9 per cent. in 1916, and 4.8 per cent. in 915. Those with $20,000 but less than 50,000 failing constituted 2.2 per cent. f the 1918 failures, and those in still igher classes combined were less than 1 er cent. of all failing. Of the liabilities f the 10,146 persons or corporations failing n 1918, it may be said that 59.1 per cent. wed less than $5,000, as against a proortion of 79.7 per cent. in 1917, a fact peaking volumes for the credit curtailnent said to have been enforced in that ear. Those with $5,000 or over, howver, were a vastly larger proportion than n 1917, which may be construed as indiating that credit curtailment was operaive most heavily against the small trader. As to credit ratings of those failing, it night be noted that 96.8 per cent. had very moderate or no credit, which differs little from the proportions ruling in recent previous years. The 1916 proportion, 97.7 per cent., was the highest recorded. The constancy of these percentages as to credit ratings over the past four years, in the face of heavily reduced numbers failing, is not the least interesting feature of this exhibit."

LOW LEVELS FOR SAVINGS-BANK BONDS

When one notes current prices for standard railroad stocks he is apt to overlook the fact that high-grade railroad bonds have fallen approximately 13½ points since the highest prices reached in 1917. By "high grade" is here meant bonds legal for savings-banks to invest in. Of course, this low market value for these issues, as *The Wall Street Journal* remarks, "does not in any manner reflect weakness in their financial position, but is due to general economic conditions resulting principally from the war." Another reason is that life-insurance companies, who are generally large buyers of high-grade railroad issues, have been out of the market temporarily because of their need of funds to meet unusual loss claims, due to the influenza epidemic. Conservative opinion is that with a continuation of decline in commodity prices and prospects for an easier money market after the next government loan is floated, "market price of securities with fixt interest-rates should advance, and the savings-bank issues will no doubt be the first to respond to the change of the trend in price movement." The same paper printed a few weeks ago a list of important and active railroad bonds legal for savings-banks in New York State, with the high prices reached in 1917, high and low figures during 1918, closing or last prices on



DIAMOND T

The Nation's Freight Car

THE Diamond T Truck has rightfully earned the title of "The Nation's Freight Car," because of its dependability—durability and its adaptability.

This applies to the Diamond T one, one and one-half, two, three and one-half or five-ton Trucks.

Write us for our Illustrated Diamond T Folder.

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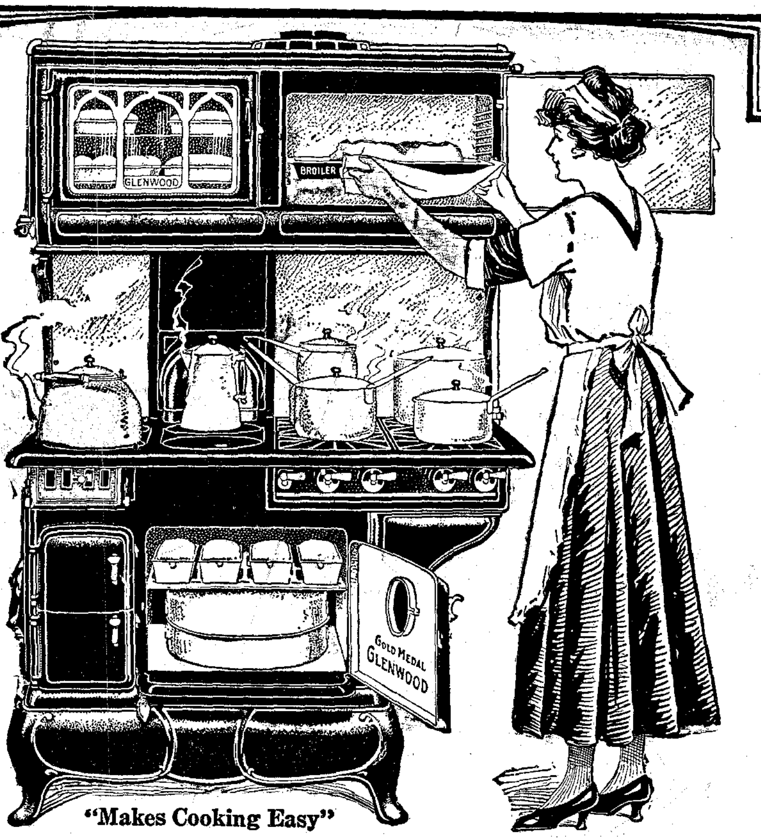
THE NATION'S FREIGHT CAR

Diamond T Motor Car Company 4505 W. 26th St., Chicago



"Makes Cooking Easy"

This New Range Is A Wonder For Cooking

Although it is less than four feet long it can do every kind of cooking for any ordinary family by gas in warm weather, or by coal or wood when the kitchen needs heating.

The Coal section and the Gas section are just as separate as though you had two ranges in your kitchen.

Note the two gas ovens above—one for baking, glass paneled and one for broiling, with white enamel door.

The large oven below has the Indicator and is heated by coal or wood.

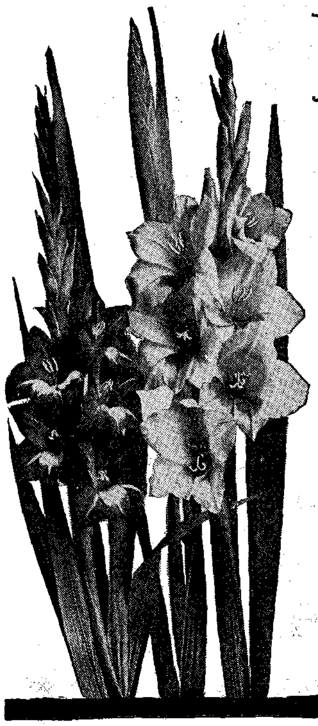
See the cooking surface when you want to rush things—five burners for gas and four covers for coal.

When in a hurry both coal and gas ovens can be operated at the same time, using one for baking bread or roasting meats and the other for pastry baking--It "Makes Cooking Easy"

Gold Medal
Glenwood

Write for handsome free booklet 163 that tells all about it.

Weir Stove Co., Taunton, Mass. Makers of the Celebrated Glenwood Coal, Wood and Gas Ranges, Heating Stoves and Furnaces.



Flowers all Summer

FOR ONE DOLLAR

THERE is no flower more easily grown, nor one that blooms more freely, than GLADIOLUS, and by repeated plantings, continued flowering may be had all summer long. The huge spikes are graceful and fascinating in their great array of brilliant colors. If cut as the first flower opens and placed in water, the flowers develop for a week, even to the last bud, without losing their richness of color.

GLADIOLI require no nursing, spraying or other special attention. Commence planting in April and repeat at 10-day intervals until the end of June, and you will have flowers until late autumn.

Vaughan's Homewood Gladioli

contains five or more of the best standard kinds, distinct in color and now most used by commercial florists. None better or more effective at any price.

60 Fine Bulbs for $1.00

mailed free to customers within 4th Postal Zone (600 miles) from Chicago or New York. **For further zones add 16 cents in stamps. Pamphlet, "How to Grow," enclosed in every package.**

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20 Large Pkts.

For $2.25 we will include with the above Gladioli our **No. 2 "Peace Package." Vegetable Seeds** (ordered alone **$1.50**), **the best kinds, enough for 50 ft. garden, and above 60 bulbs, prepaid $2.25**

Vaughan's Catalogue, "Gardening Illustrated," goes with either, or by mail FREE—152 big pages.

Vaughan's Seed Store

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February 7, 1919, and declines fr
1917 highs as follows:

Issue	1917 High	1918 High	1918 Low	1919 Feb. 7	
Atchison general 4s, '95.....	97	90	79	83⅛	1
Atl. Coast Line 1st 4s, '52....	96⅜	89¼	77	83½	1
B. & O. ref. & gen. 5s, '95...	101½	92¾	75⅞	82¼	1
Balt. & O. pr. ln. 3½s, '25...	96⅜	92¾	85½	88⅜	
Balt. & O. 1st mtg. 4s, '48...	94⅜	87	73⅛	77½	1
P. L. E. & W. V. ref. 4s, '41..	90	83	72	72⅞	1
Chi. Burl. & Q. gen. 4s, '58..	97⅛	89	78	82	1
Del. & H. 1st & ref. 4s, '43...	99½	88⅝	79	84	1
St. P. M. & M. ext. 4s, '37...	98⅛	90	81½	90	
Illinois Central ref. 4s, '55...	95	87	77⅜	83	1
Manhattan Ry. con. 4s, '90..	94	81⅛	73¼	72	2
M. S. P. & S. S. M. 1st 4s, 38	97	90	80	86	1
N. Y. Central 3½s, '97......	86⅞	76	69	72	1
North'n Pacific p. l. 4s, '97...	96¾	90	79	83¾	1
Pennsylv'a gen. 4½s, '65....	104½	96⅛	85⅞	88¾	1
Pennsylv'a con. 4½s, '60....	107⅞	100⅛	92⅞	95½	1
South'n Pacific ref. 4s, '55...	95	86¼	75⅝	82½	1
Union Pacific 1st 4s, '47.....	100	91	84	86¼	1
Union Pacific ref. 4s, '08.....	95⅛	98½	75½	81	1

RAILROADS CUTTING DOWN EXPENSES

Reports from many railroad cent
show that the managers are reduci
operating expenses because of declines
traffic. A year ago the abnormal weath
combined with a shortage of help and
abnormal movement of freight tonna
and heavy troop movement resulted
"the worst congestion that the railroa
have ever experienced," says a writer
The Wall Street Journal. The reverse
now the case. No congestion exists
the Pennsylvania Railroad where traf
is moving freely and there is less of
Heavy movements of munitions from t
Pittsburg district have stopt. As the
is less traffic, so there is need of less m
to handle it. The retrenchment progra
is going "right down the line." Heads
all departments have been asked to "cut
the bone." In January the retrenc
ment program so far as betterments a
improvements were concerned was p
into effect, when work on improvemen
amounting to $10,000,000 on the Pen
sylvania alone was stopt. In purchase
also, economy has been the watchwor
The Pennsylvania Railroad recently ha
about 180,000 workers as compared with
normal working force of from 150,000
160,000. Based on these figures, from 20,000 to 30,000 employees might be release
If similar conditions existed on oth
railroads the total number affected wou
run over 100,000. Since the Governme
took hold wages have been increased b
almost $1,000,000,000 per annum. A
wages of workers could not be reduced th
alternative was to reduce the number
workers and this is what will be done.

An Innocent Good Time.—A colonel wh
was a stern disciplinarian gathered h
officers about him and issued orders for th
regiment's forthcoming train journey to th
coast.

"I don't object to an innocent good tim
on the men's part during this journey," h
said, "but you will see to it that there'
no swearing, no skylarking, no card-playing, and as little cigaret-smoking a
possible."

"Pardon me, colonel," said a timid voic
"but would you object if I took along
little plain sewing to occupy my com
pany and myself?"—*Tit-Bits.*

Ups and Downs of Language.—"Di
you call Edith up this morning?"

"Yes, but she wasn't down."

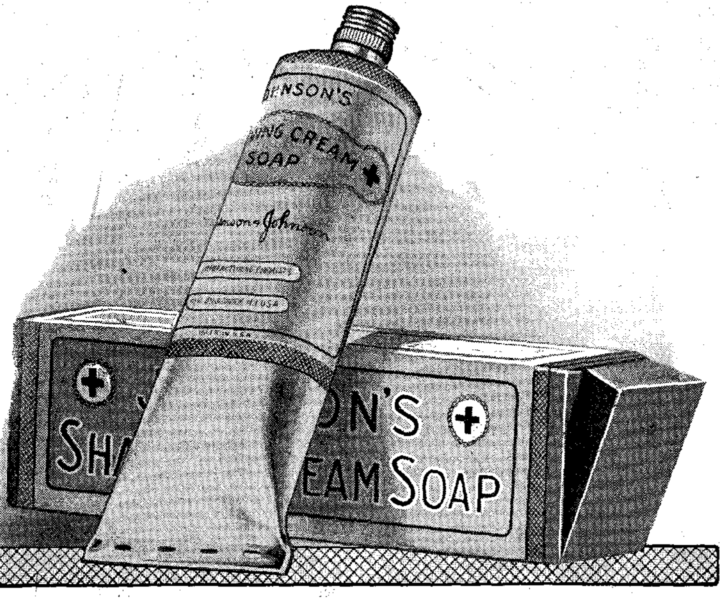
"But why didn't you call her down?"

"Because she wasn't up."

"Then call her up now and call her dow
for not being down when you called he
up."—*Boston Transcript.*

The World's Most Scientific Shaving Cream

Perfected in
The Great Laboratories of
Johnson & Johnson



NOTHING less than our great laboratory resources could have produced Johnson's Shaving Cream Soap. For it is on a par with the 400 superior preparations we make for physicians and nurses. We marshalled all our chemical skill and our thirty years of experience to give it the Johnson & Johnson scientific accuracy recognized the world over.

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It is interesting to note that thousands of physicians were the first users of Johnson's Shaving Cream Soap. They were delighted by its soothing effect, and realized the importance of its antiseptic properties—qualities that help rid the skin of blemishes.

Johnson's is a great beard-softener. It does its work so well that shaving is *eased* immensely. Facial irritation is lessened. Thus the skin is again benefited.

Try Johnson's Just Once

You never saw anything like the moist richness of its lather—and "The Lather's the Thing." Your brush whips it up in a jiffy—no rubbing in with the fingers. Johnson's saves lots of time—its users never miss the morning train. Works equally well with cold water. Get Johnson's Shaving Cream Soap today from your druggist. Every shaving-morning thereafter you will *thank* Science.

Johnson & Johnson
New Brunswick New Jersey, U. S. A.

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For *Mice* too

No Mixing—No Spreading—No Muss—No Trouble. Just crumple up a "RAT BIS-KIT" about the house. Rats will seek it, eat it and die outdoors. The easiest, quickest and cleanest way. Large size, 35c. Small size, 25c. For sale at all druggists and general stores. "EACH BIS-KIT CONTAINS A DIFFERENT BAIT."

The Rat Biscuit Co.
Springfield, Ohio

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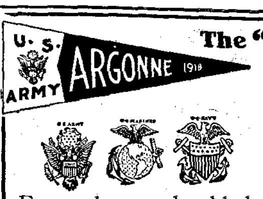

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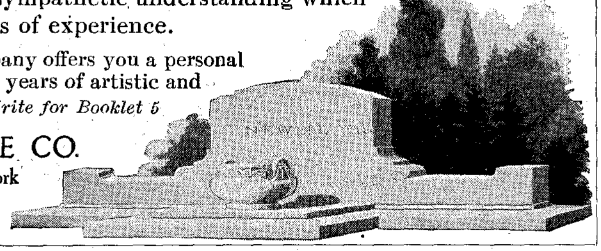

THE LEXICOGRAPHER'S EASY CHAIR

Readers will please bear in mind that no notice will be taken of anonymous communications.

"C. P. A.," Minden, Neb.—"Kindly settle this: when should 'Reverend' be used, and how should it be used at any time? 'The Reverend,' 'Reverend Mr.,' and with or without 'The' prefixed."

Reverend, abbreviated *Rev.* as a title, should, like *Honorable*, be preceded by the definite article, the phrase being adjectival; as, 'The *Reverend* Thomas Jones'; or, if the first name is not used, 'The *Reverend* Mr. Jones'; but '*Rev.* Jones,' is harsh if not rude.

"J. A. B.," Suffolk, Va.—"Some days ago the word *unstintedly* was used in my presence, and the question arose as to whether or not it was proper."

The word *unstintedly* means "not limited, restricted, or scanty," and is used correctly in the sentence "I appreciate the attention you so unstintedly gave me."

"J. B. D.," Amarillo, Tex.—"Kindly give me the words and meaning of the Macedonian Cry."

The words are "Come over into Macedonia, and help us," which you will find in the Bible (Acts xvi, verse 9)—"And a vision appeared to Paul in the night; there stood a man of Macedonia, and prayed him, saying, *Come over into Macedonia, and help us.*" In the verse that follows it is explained that "Immediately we endeavored to go into Macedonia, assuredly gathering that the Lord had called us for to preach the Gospel unto them."

"S. C.," Newark, N. J.—"Can you shed any additional light concerning the origin of the word *Huguenot* to that given by Mr. Charles Shriner in his 'Wit, Wisdom, and Foibles of the Great'?"

The editor named covered five of the etymologies commonly associated with the word *Huguenot.* Its origin is disputed. One etymologist cites the form *eiguenots* from the "Chronicles of Geneva," 1550, a popular alteration of the German *eidgenosz,* confederate. Richard Cotgrave in his "Dictionary of the English and French Tongues," published 1611, describes the term as "Named from some person of the name of *Huguenot* who was at some time conspicuous as a reformer." This conjecture has been verified by Littré, who discovered (see his "Literary History of France," volume 24, page 307) that *Huguenot* was in use as a Christian name for two hundred years before the Reformation. He cites the following: "Le 7 octobre, 1387, Pascal *Huguenot* de Saint Junien en Limousin, docteur en décret." Scheler, in his "Dictionary of French Etymology," published in Brussels and London in 1873, gives as many as fifteen false etymologies. Modern lexicographers accept the derivation from the personal name. As for that from the German, Dr. W. W. Skeat in his "Etymological Dictionary" says: "The favorite false etymology from German *eidgenossen*, being one of the worst, involves incredible phonetic changes."

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